PACIFIC FISHERMAN

DECEMBER 1950

A Miller Freeman Public

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see p. 21 49

KTWS Types for Auxiliary Power and Lighting. Dual insulated with selected wood separators and glass fibre retaining mats. Deep sediment chambers. Extra large electrolyte space. Reinforced hard wood containers. Non-Surge Vent Plugs to prevent damaging acid spray. Available in 4, 6, or 8-volt units, in capacities from 250 to 500 ampere hours.

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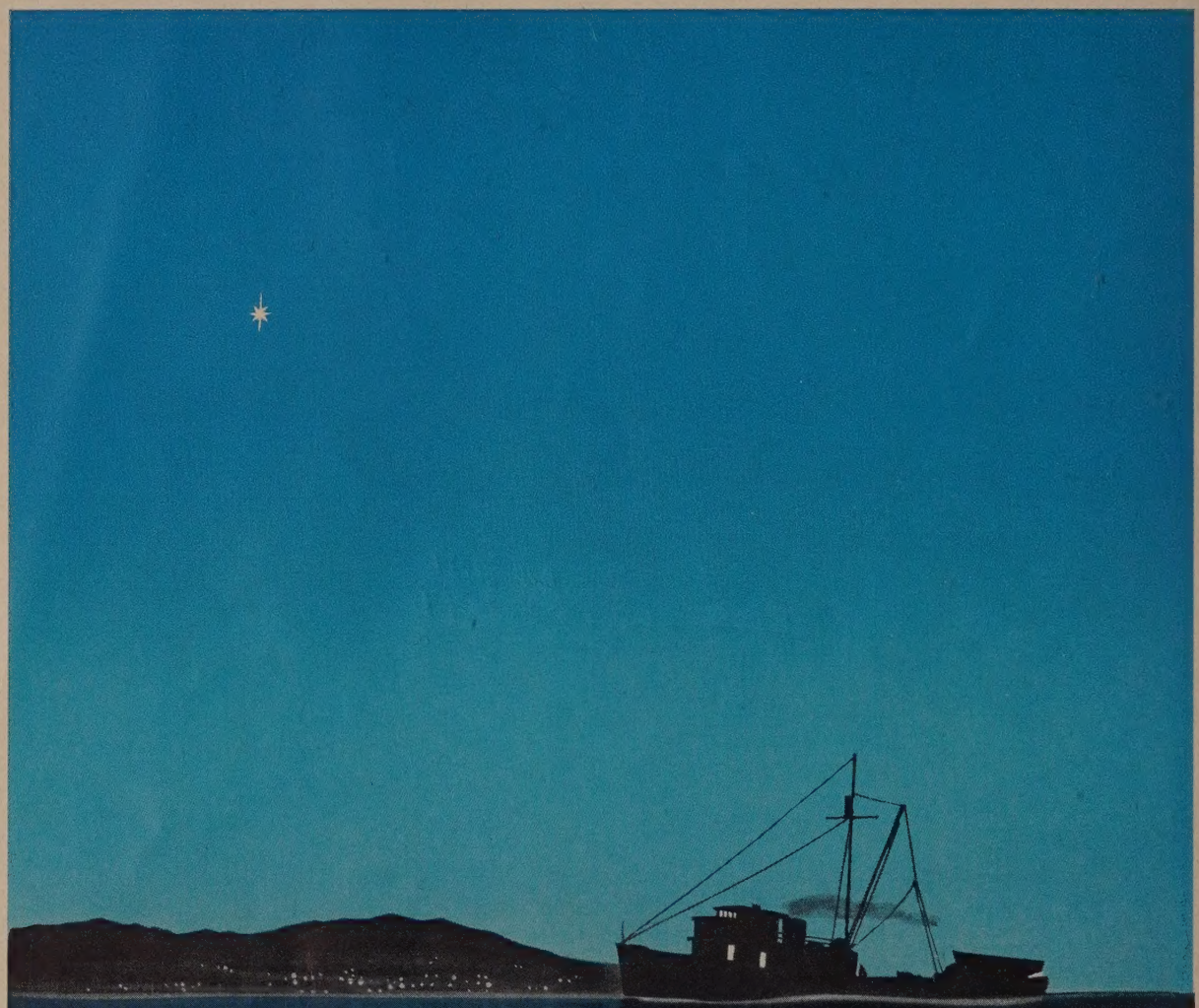
WILLARD STORAGE BATTERY COMPANY



Home for Christmas

means a lot to a fisherman

We hope you'll all be home this Christmas... to count your blessings in family and friends... to give thanks and look forward to a bright future.

Our thanks to you, our customers, as we look forward to a year of even better service to our friends in "the fleet."

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Serving the West since the start of the Century

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LAST MINUTE NEWS SUMMARY

Instituto de Pesca del Pacifico

Apartado Postal No. 147
Guaymas, Sonora, Mexico

October 11, 1950

Mr. Miller Freeman, President
Pacific Fisherman
71 Columbia Street
Seattle 4, Washington, U.S.A.

My dear Mr. Freeman:

We have read with great interest the September issue of *Pacific Fisherman,* dedicated to our Pacific Coast Shrimp Fishery.

On behalf of the Instituto de Pesca del Pacifico, allow me to congratulate you and your staff for this fine editorial effort which, we believe, has done more than anything else to bring about a more thorough understanding of our industry, presenting a non-biased panorama of what we have and are striving for.

The staff of the Instituto joins me in extending you our sincere appreciation and best wishes for your continued success.

Very sincerely yours,
Hector Ferreira
President
Instituto de Pesca del Pacifico

Guillermo Veyro
Manager

Flory Speaks for Fisheries At Torquay Conference

Voice of the U.S. Department of the Interior on matters concerned with tariff concessions and reciprocal trade agreements will be W. E. S. Flory.

He will speak for Interior at the Torquay conference; and as fisheries are in Interior in the federal bureaucracy, he will speak for fisheries.

Mr. Flory is known to American fishing industry. He was formerly on the staff of the Department of State, originally when fisheries there were handled by the commodities division; and later for a time on the staff of Dr. W. M. Chapman, special assistant to the Undersecretary.

Secretary of the Interior Chapman has designated Mr. Flory as Interior's representative on the Committee for Reciprocity Information and the Interdepartmental Trade Agreement Committee.

The announcement says: "The Fish and Wildlife Service will participate in problems concerning American and foreign fishing industries, trade in fishery products, and trade problems in wildlife and furs. The Office of Territories will participate in work connected with commodities of interest to Alaska and Hawaii".

Mr. Flory, the official announcement says, will be charged with "coordinating their efforts in the Department".

Industry reaction to Mr. Flory's appointment tended to recall with misgivings his attitude with respect to American fisheries when he was in the Department of State.

Holiday Greetings from EDERER

May this Christmas be a joyous one, and may the coming year bring you happiness and good fortune—and may the coming fishing season be one of success with your nets filled to capacity on every trip.

Ederer stands ready to serve your every need for trouble-free netting. Modern facilities and valuable experience—more than 67 years of net-making, hanging, and design have won the confidence of three generations of commercial fishermen in all ports.

Your Marine Dealer knows orders, whether small or large, receive the same undivided attention, and you as a customer, when buying Ederer Netting, obtain the finest quality net gear on the market, made of the finest twine, with machine-tied knots that give you even, sturdy mesh for holding the heaviest loads during the busiest season.

R. J. EDERER COMPANY

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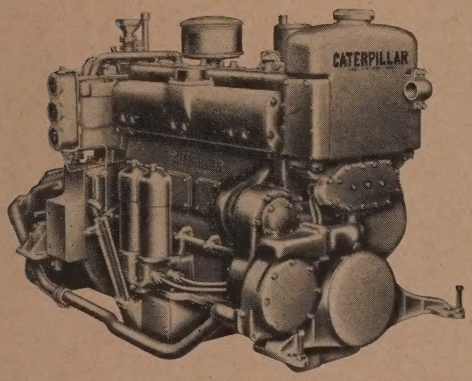
	San Francisco, California	Ketchikan, Alaska	Astoria, Oregon

POWER

to go where the fish are



• *The "Caterpillar" D318 that powers* PAFCO No. 11 *delivers 80 HP. at the propeller. That's honest horsepower—not the momentary effort of a stripped engine. There are ten engine sizes in the "Caterpillar" Marine propulsion line, ranging up to 400 HP. Marine power units to 500 HP.; Marine Electric Sets to 314 KW.*

You can't wait for salmon to come to you. You've got to go after them and stay with them till the hold is full. That takes a steady, dependable engine, foolproof and tinker-free, that lets you fish full time.

Pafco No. 11 is one of four new purse seiners built in Seattle for Pacific American Fisheries, Bellingham, Washington. She's a trim, modern 45-footer, with a 14-foot beam and 4.5-foot draft – designed to get in close to the beaches. She needs plenty of cruising range for fishing the waters off Kodiak Island, Alaska. And she gets it with a sturdy "Cat" Diesel D318 Marine Engine, swinging a 30x18 propeller, that gives her a top speed of over 8 knots.

Built-in "Caterpillar" dependability, plus the matchless service provided by "Caterpillar" dealers, make "Cat" Marine Diesels first choice among wise skippers. With one of these engines powering the boat, they know they'll bring home the catch.

CATERPILLAR, SAN LEANDRO, CALIF.; PEORIA, ILL.
REG. U.S. PAT. OFF.

LOOK UNDER THE HIDE

Filters are the watchmen of an engine's lubricating oil system. That's why "Caterpillar" filter elements are engineered and manufactured to extremely strict standards. They remove harmful particles as small as 39-millionths of an inch . . . remove sludge . . . have large filtering area and high flow rate . . . do not remove beneficial additives . . . are vibration-proof and waterproof. Look under the hide for quality – you'll find it in every "Caterpillar" detail.

CATERPILLAR
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½ billion dollars makes a very pleasant tune!

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Won't you call on us immediately and let our services help you to a greater share of the thriving canned fish business?

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How Canco will help you

Lay out your plant . . . give you blueprint and layout recommendations for greatest efficiency.

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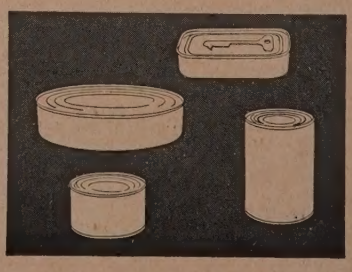
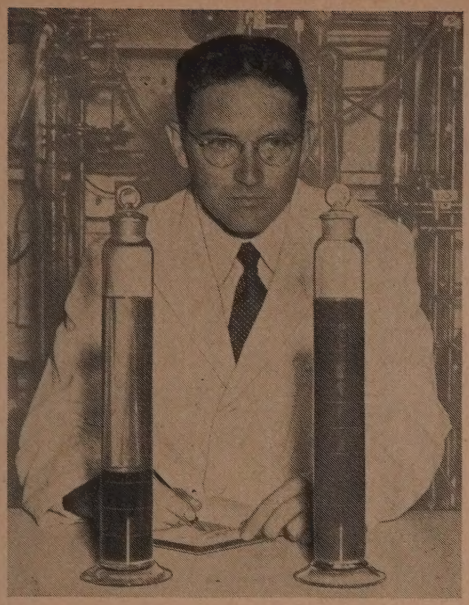
Recommend types of cans, lining, closures . . . advise you on all technicalities of processing.

Lithograph designing service by Canco merchandising, experts to help your product attract customers and sell faster.





No Other Oil KEEPS ENGINES SO CLEAN... SO FREE FROM WEAR!

Here's Actual Proof!

Placed in a well-known motor oil *without additives* (left), fuel soot, road dust, and other engine deposits quickly *settle,* forming gummy, power-robbing sludge.

Rich in detergent additives, Tydol HD (right) *dispersed* these deposits. Held harmlessly in *suspension* until oil is drained, they *cannot collect* to form sludge.

Especially in winter, when operating strain is heaviest, a clean engine really pays off in extra power. And in automotive and stationary units of every type, Heavy Duty Tydols have proved they *keep engines cleaner* than any other oil. Proved they *measurably reduce* engine wear!

Far richer in high detergency additives, they quickly loosen carbon, sludge, varnish deposits. Their active dispersiveness renders harmless these abrasive foreign deposits, by holding particles loosely in suspension. And their low pour point insures instant lubrication even in coldest weather. Yes, every quart . . . every drop *cleans* as it *protects* as it *lubricates.* Does *all three* jobs . . . not just one!

Rely on your Associated Representative for expert help on any lubrication problem.

Tune in . . . enjoy the 25th Year of Associated Sportcasts

WATCH YOUR ENGINE THRIVE ON ONE OF THESE TYDOLS!

TYDOL HD—For high speed gasoline, butane, diesel-fueled engines in automobiles, busses, trucks, tractors, stationary units under normal Heavy Duty conditions. SAE grades 10, 20, 30, 40, 50. Sold in cans and drums.

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TYDOL HD S-2—Highest detergency level of the HD series. For high performance, super-charged diesel engines using all types of diesel fuels, under the most extreme conditions. SAE grade 30. Sold in drums.

TYDOL HEAVY DUTY Compounded Motor Oil

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YOU GET WHAT YOU WANT when you rig with Roebling Wire Rope... performance you can depend on... service that lasts longer and cuts down your costs!

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There's a type and size of Roebling Wire Rope to meet your every requirement. Call on your Roebling Field Man to help you choose the right ropes for best service at least cost. John A. Roebling's Sons Co. of California—San Francisco—Los Angeles—Seattle—Portland.

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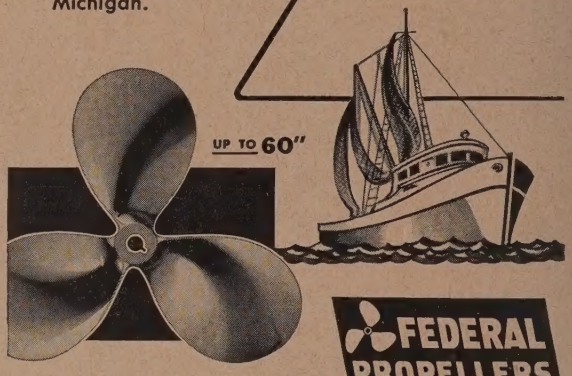
★ FULL ENGINE EFFECTIVENESS
★ ELIMINATION OF VIBRATION THAT RACKS HULL AND FITTINGS
★ CORROSION RESISTANCE THAT DOUBLES PROPELLER LIFE

Get a FEDERAL *Precision - Built* PROPELLER

selected to match your motor and hull requirements. See your Federal Dealer or write to us for propeller analysis form. Federal Propellers, Grand Rapids, Michigan.



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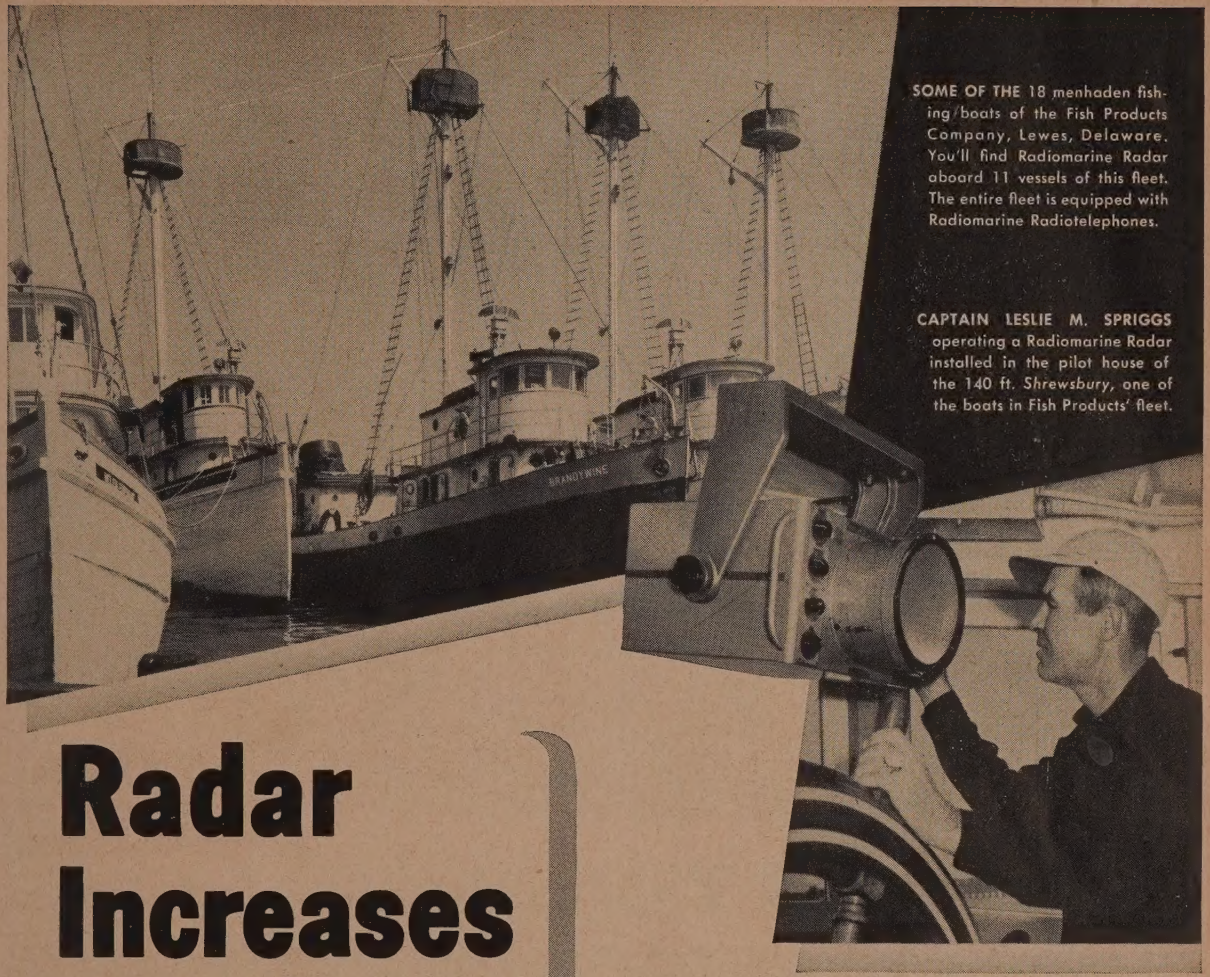

SOME OF THE 18 menhaden fishing boats of the Fish Products Company, Lewes, Delaware. You'll find Radiomarine Radar aboard 11 vessels of this fleet. The entire fleet is equipped with Radiomarine Radiotelephones.

CAPTAIN LESLIE M. SPRIGGS operating a Radiomarine Radar installed in the pilot house of the 140 ft. *Shrewsbury*, one of the boats in Fish Products' fleet.

Radar Increases Earnings

for menhaden fishermen

CAPTAIN LESLIE M. SPRIGGS of the *Shrewsbury* says: "With Radiomarine Radar we avoid delays caused by bad weather. We save time and increase our earnings by getting out to the fishing grounds and back to the processing plant despite fog, rain, snow or darkness.

"I can make a quick and accurate check of the position of my purse boats in all kinds of weather... direct vessels heading into the catch to steer a course away from the seine net... detect approaching storms and prepare to protect my fishermen and the catch."

During a recent 24-hour run to and from the fishing grounds, Captain Spriggs and the crew of the *Shrewsbury* returned to port with a record catch of 600,000 menhaden (200 tons). "Our Radiomarine radar-equipped boats," says Captain Spriggs, "are the most profitable in the fleet.

"I can always depend upon Radiomarine to give quick action when service or maintenance check-ups are needed, so that I can make a fast turn-around."

Your vessels too... fishing craft, tugs, tankers, freighters, or passenger liners... can operate with greater safety and greater economy with Radiomarine Radar. Write for complete information.

DEALERS IN PRINCIPAL BOATING AND FISHING AREAS

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16 First Street
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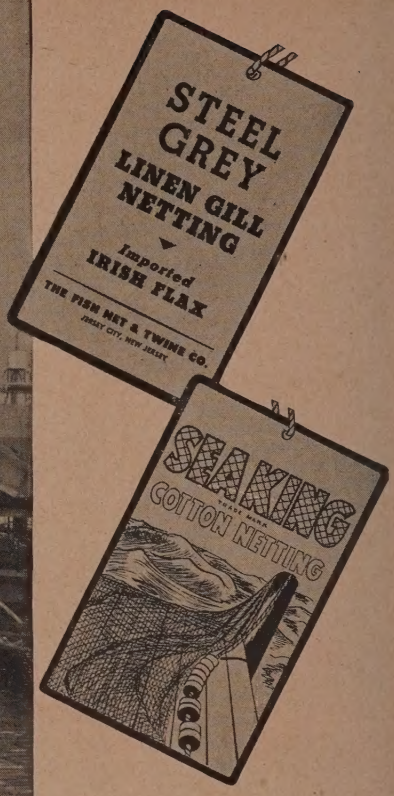

GOOD NETTING *is a* WISE INVESTMENT

No part of your gear pays off as fast as good netting, fit and ready for heavy tonnage, when the "run" of fish is on. Good hauls mean good payloads, and the netting that brings up these good payloads, catch after catch, soon yields a handsome return on the investment. The next time out —for good fishing and better profits —stow aboard a new SEA KING Seine or Trawl Net or one of our many types of Gill Nets, which include the famous STEEL GREY Linen, Genuine SEA ISLAND Cotton, and NYLON. Your dealer knows. Ask him for full details.

Cotton Netting made from the famous Bibb's "Porterdale" Seine Twine

The FISH NET & TWINE COMPANY

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Pacific Coast General Representative: DAVIS CORDAGE CO., San Francisco and Los Angeles

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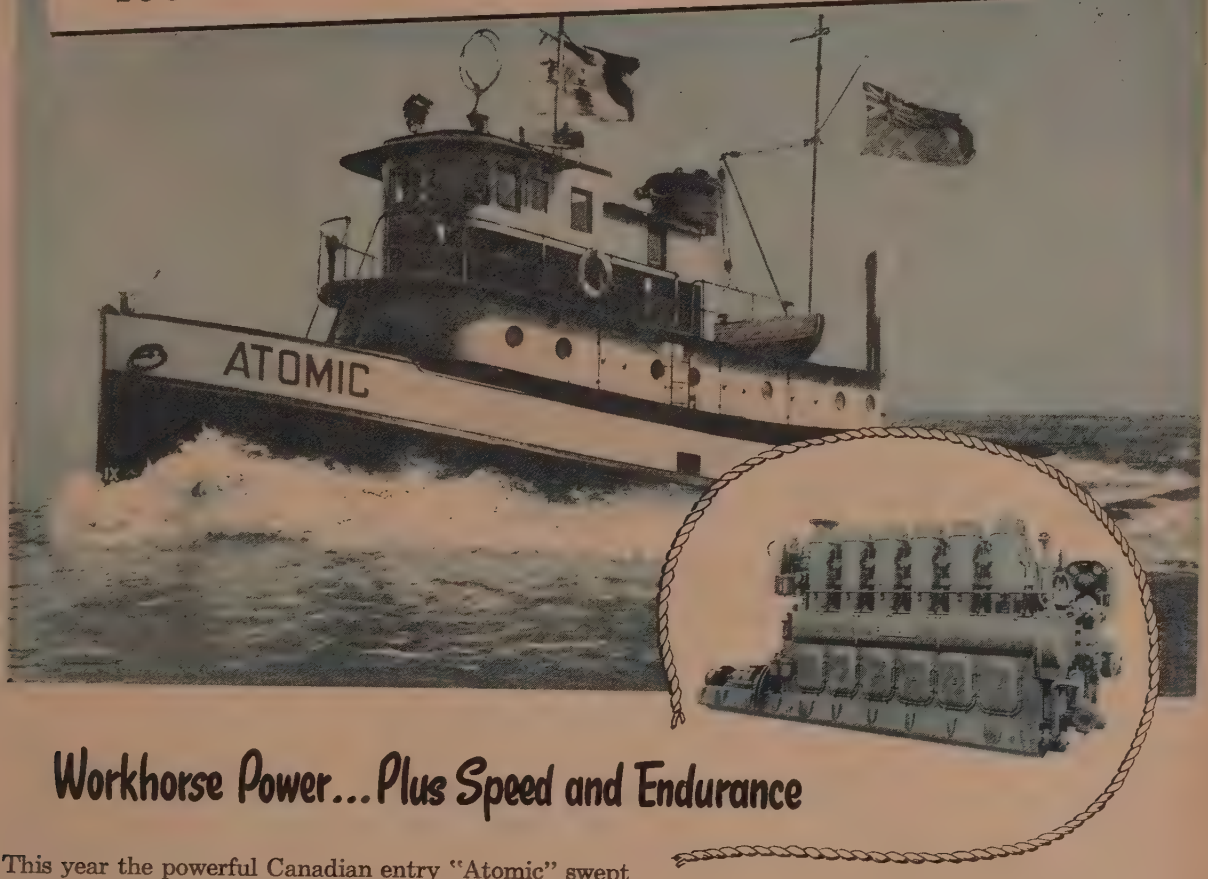
Fishermen's & Ships' Supply Co.
San Francisco, Cal.

"Serving the Fishermen's Needs for Over 100 Years"

...ENTERPRISE POWERED 'ATOMIC' WINS

1950 INTERNATIONAL TUGBOAT RACE...



Workhorse Power...Plus Speed and Endurance

This year the powerful Canadian entry "Atomic" swept a field of nine starters in the spectacular annual tugboat classic on the Detroit River. Skippered by Captain J. Earl McQueen, she took a commanding lead at the very start, stretched it easily to 400 feet as she plunged across the finish line more than two miles down river.

The 80 ft. Steelcraft "Atomic," in everyday life a rugged ice-breaking and salvage tug, exemplifies the speed and endurance, the stamina and long-life dependability built into every Enterprise Marine Diesel. Whether your diesel need is for work boats, fishing or pleasure craft, these well proved Enterprise characteristics will mean high satisfaction and profitable operation through long years of unmatched service.

An enterprise DMG-36 Turbocharged Diesel powers the winner "Atomic." Enterprise builds a complete line of slow and medium speed marine diesels in 3, 4, 6 and 8 cylinder models. Conservatively rated from 68 to 1755 HP at 210 to 750 RPM.
Write for full information on models to fulfill your exact requirements.

The Choice of Power Experts

ENTERPRISE ENGINE & MACHINERY CO.
A Subsidiary of General Metals Corporation
18th & Florida Streets, San Francisco 10, California
Offices in Principal Cities

Enterprise Marine Diesels

Here's a Packard owner loyalty story that stretches from New Jersey to British Columbia!

Imagine an engine good enough to have a skipper name his boat after it! You'll find one in Steveston, British Columbia. Mr. Ken Udy writes, "I was so pleased with the performance of my 100-HP Packard Marine Six that I gave the name 'Packard' to my 35-foot gillnetter. My Packard Marine Six holds a lot of performance records on the Fraser River. It never lets me down. It's easy to start—easy to operate—and the upkeep is low."

Over in Dorchester, New Jersey, Mr. Francis L. Hine is mighty pleased with the performance of his 37-foot Colonial Wanderer, the "Francelen." Powered with twin 150-HP Packard Marine Eights, this smooth-looking, smooth-running cruiser has a top speed of 30 miles per hour. Mr. Hine reports, "These engines have been free of trouble and are economical on gasoline. Packard finger-tip gear control makes possible easy operation of the engines from either the flying bridge or from the cabin."

From east coast to west coast—and everywhere in between—new boats *deserve* Packard Power—and old boats *need* it!

For complete details and specifications, see your nearest Packard Marine engine dealer, or write directly to Packard Marine Engine Department (Dept. S), Detroit 32, Mich.

PACKARD
MARINE ENGINES

100-HP Marine Six (IM-245) with built-in finger-tip control

150-HP Marine Eight (IM-356) with built-in finger-tip control

ASK THE MAN WHO OWNS ONE

COME ALONGSIDE

FOR A NEW HIGH IN MARINE SERVICE

You get a warm welcome when you tie up at a Union Oil Marine Station. That's the first thing you notice. For these Union Oil dock operators are a friendly crew. And they're out to give you a *new high* in service.

That means they take *personal pride* in giving your equipment thorough and systematic attention—with a *minimum* of in-port delay.

It means they're mighty glad to help you *at any time* with your fuel and lubrication problems—or with money-saving tips on equipment maintenance.

In addition, you can count on this: Union Oil Marine Stations are stocked with the finest line of marine fuels and lubricants you can buy—a line that will keep your marine equipment operating at *top* efficiency.

What this all adds up to is the friendliest and most efficient marine service system on the Coast; a brand of service that's sure to please you.

So next time, tie up at any one of the Union Oil Marine Stations located in key Pacific harbors from Alaska to Panama.* Look for the sign of the 76.

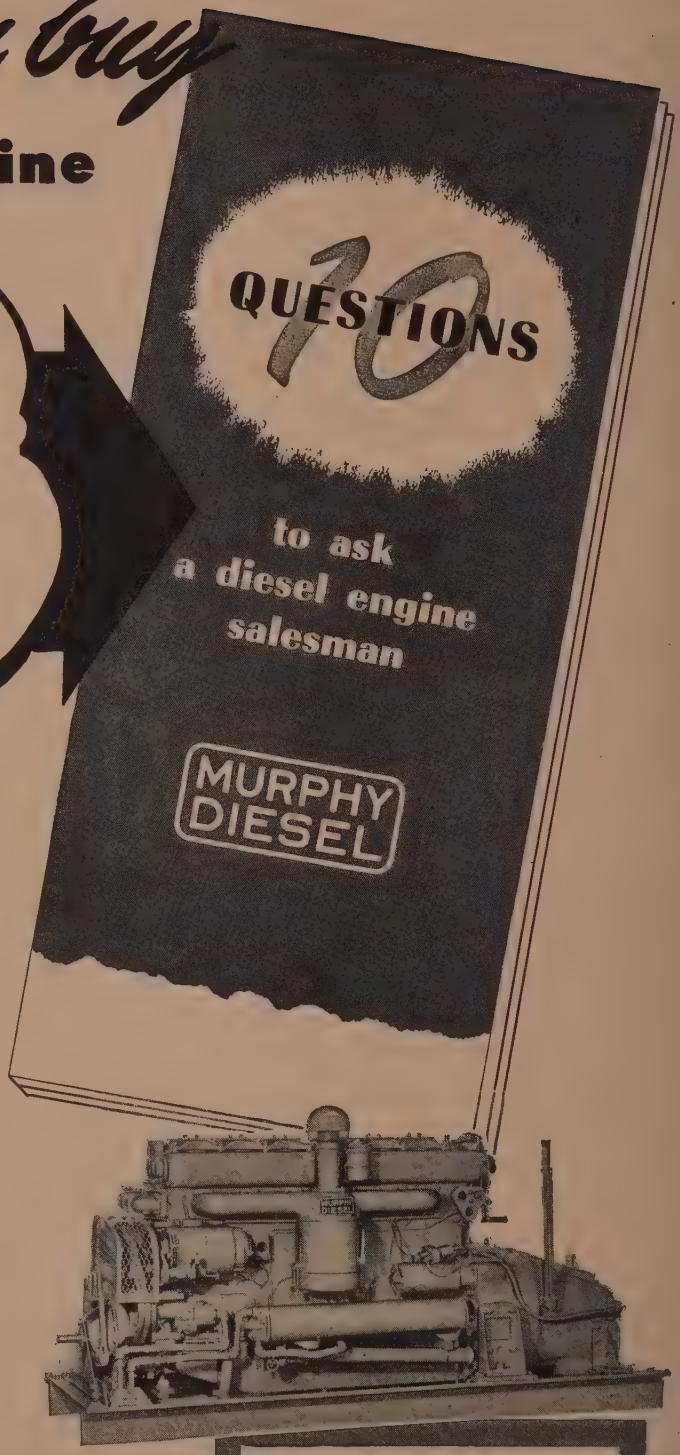
UNION OIL COMPANY 76

*Union Oil marine products also available in most principal harbors along the West Coast of Central and South America and in the Far East.

Before you buy

a diesel engine

...be sure and read this booklet!



A sound basis of comparison is essential to the selection of the proper diesel engine to meet your power requirements. And that's just what the booklet *"10 Questions to Ask a Diesel Engine Salesman"* gives you. If you want economy, dependability and long engine life this booklet will show you what to look for in a diesel engine.

In addition, the *"10 Questions"* booklet describes fully the Murphy Diesel line of heavy duty "true" diesel engines, giving design details and basic specifications. No diesel power user or prospective diesel power user should be without this helpful 28-page booklet. Write for your copy, mentioning your company affiliation and position.

MURPHY DIESEL COMPANY

5301 W. Burnham St., Milwaukee 14, Wisconsin

GET FULL INFORMATION FROM YOUR NEAREST DEALER

SAN FRANCISCO, CALIFORNIA—Oswald Machine Works, 2936 Hyde St.
SAN DIEGO, CALIFORNIA—Diesel Technical Service, Inc., 205 W. Market St.
SEATTLE, WASHINGTON—Alaska-Pacific Supply Co., 2412 Market St.
VANCOUVER, B.C.—Lipsett Engine & Mfg. Co., Ltd., 1315 Powell St.

Heavy duty power
for fishing

Murphy Diesel marine propulsion engines and auxiliaries are made in sizes from 90 to 190 H.P.; marine type generator sets from 60 to 133 K.W.

NYLOCK* Netting *(Specially processed 100% NYLON)*

more than pays for itself in a few short months

Read what MR. E. M. SIDDALL *of Earleejune Fish Co.–producers, packers and suppliers of fishing equipment–of Dunville, Ontario, Canada, says about his experience with* NYLOCK *nets:*

"Our Nylock nets cost more than ordinary nets to begin with, but in only a few months they have more than paid for themselves. Comparing them today with ordinary nets, we know we can look forward to measurably longer service.

Furthermore, since the Nylock nets do not have to be hauled out for drying our labor costs have gone down and our investment in extra nets has likewise dropped.

Nylock nets are not affected by red slime and, under normal conditions, they completely eliminate loss due to combustion."

6 ways Nylock Netting saves money for Fishermen

1. **Catches are bigger!** Consistent reports from fishermen reveal that NYLOCK nets pull in from 3 to 12 times as many fish.
2. **No drying!** NYLOCK can be kept in continuous service. One net does the work of three.
3. **No preservatives!** Saves you time, money, materials.
4. **Stronger, lasts longer!** Unaffected by mildew, fungus, oil, gasoline, etc.
5. **Lighter, easier to handle!** Takes less manpower and less horsepower to haul NYLOCK nets.
6. **Specially treated for sunlight resistance!**

For further information . . . write, wire or phone one of the following manufacturers who use NYLOCK Nylon exclusively for all their Nylon Fish Netting:

R. J. EDERER and subsidiaries–540 Orleans St., Chicago, Ill.–Unity and Elizabeth Sts., Philadelphia, Pa.

THE FISH NET & TWINE CO.–310-312 Bergen Ave., Jersey City, N. J.

MOODUS NET & TWINE INC.–Moodus, Connecticut

A. M. STARR NET CO.–East Hampton, Connecticut

JOSEPH F. SHEA, INC., Successor John S. Brooks, East Haddam, Connecticut

Be Sure to Specify NYLOCK When Ordering Your Nylon Netting

Smaller sizes of Nylock (No. 34, No. 46A and No. 104) are still in short supply. Larger sizes (No. 69 No. 139 No. 208 No. 277 No. 346 and Salmon twine) are available, however. If your supplier cannot meet your requirements, please write direct to Brownell & Company, Moodus, Conn., who will be glad to help you.

SOLE DISTRIBUTORS:

BROWNELL & COMPANY, *Inc.*

– also manufacturers of Nylon Maitre Cord and Hanging Twine

Moodus, Connecticut

MANUFACTURED BY:

The **HEMINWAY & BARTLETT** *Mfg. Co.*

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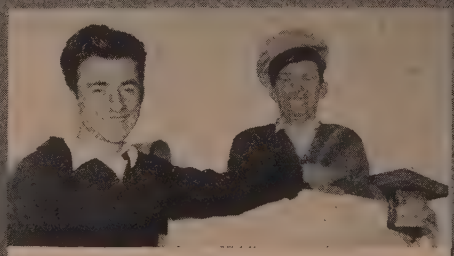
* Trade Mark

No more fouled seines or nets . . .

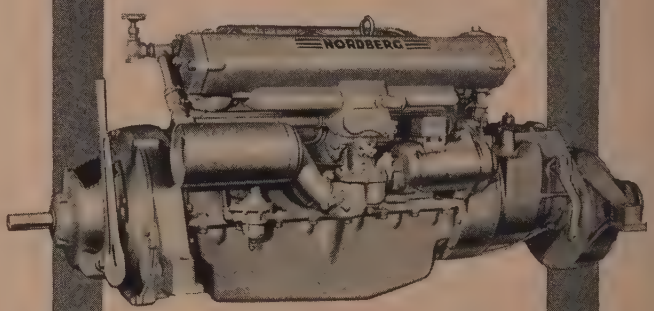
Thanks to the
NORDBERG
STA-NU-TRAL CLUTCH



The 28 ft. Santa Cruz sardine boat SONNY BOY is owned and operated by C. "Trouble" Ghio (right), with the help of his son, John (left). Boat is powered with a Nordberg Model 230, driving a 23" x 18" wheel through a 2.44:1 reduction gear.

AROUND Santa Cruz, California, sardine fishermen have to be mighty careful to see that turning propellers don't foul their expensive seines. Now, thanks to the ***STA-NU-TRAL*** Clutch available with Nordberg Gasoline Marine Engines, this danger of tearing seines or nets is practically eliminated . . . because propellers are stopped *dead,* even while the engine is operating the front-end clutch power take-off used to handle the seine rolls.

Here, then, is a *plus* value you get only with dependable Nordberg Gasoline Marine Engines. See your Nordberg Marine Representative for full details, or write for a copy of *Bulletin 143-B.*



NORDBERG Gasoline Marine Engines are built in 3 heavy-duty models, from 50 to 135 H.P. for direct drive or with reduction gear ratios of 1.88, 2.44, 3.32 and 4.12 to 1.

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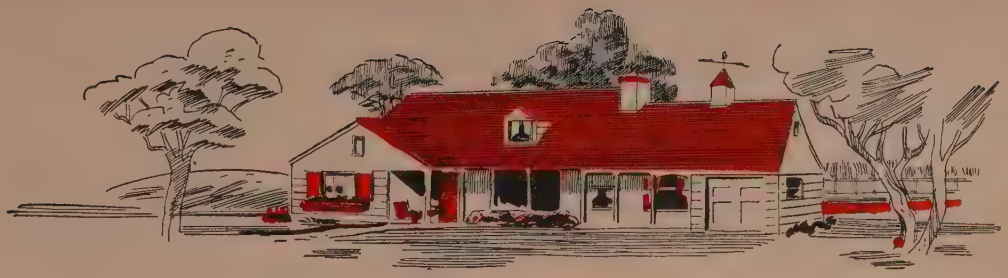

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A CHRISTMAS MESSAGE

All through the year we use this space to tell you what we have to sell.

Now, at Christmas, we simply want to thank all of you with whom we have done business during the past year.

For all of us at Pacific Marine Supply Co., may I express the earnest hope that your Christmas will be a most happy one, and that the coming year will bring you and yours a fair share of the good things of life.

Sincerely,

PACIFIC MARINE SUPPLY CO.

E. Cunningham,
President

PACIFIC FISHERMAN DECEMBER, 1950

MOBILE GEAR And ITS IMPACT

An Accelerated Force in Alaska's Fisheries

Growing awareness of the new importance of mobile fishing gear as a factor to be reckoned with in Alaska salmon conservation and management—as well as in production—was evident at the U. S. Fish and Wildlife Service hearings on 1951 Alaska fishery regulations.

The series of hearings climaxed and concluded at Seattle Nov. 6 and 7.

Outstanding impress made by the staggering mass of fact and fancy, evidence and opinion, testimony and argument, was this:

Problems of Alaska salmon conservation, management and production are currently complicated by:

1. New emphasis on concentration of mobile gear where and when it will be most effective; and

2. Utter inability of the federal service under its present authority to control the massing and movement of gear, and the amount of fishing effort, in the interest of conservation.

The scope of many hearings and many hours of argument cannot be reported here in detail, but they summed up to regional conclusions emphasizing the points along these lines:

Western Alaska—

"Preponderance of local opinion, and of Bristol Bay fishermen has swung against the F. A. W. S. proposal to permit the use of power boats on Bristol Bay because:

1. This would result in an excessive influx of large powered craft from the Columbia River, Puget Sound, Copper River and Cook Inlet.

2. These boats would crowd out the less effective sail boats and outboard-powered skiffs of the resident fishermen.

3. Concentration of power gear would make it impossible to control the fishery in a way which would permit the escapement required by law and by intelligent conservation.

Central Alaska—

Concentration of gear on Cook Inlet during the 1950 season was so great that, despite severe restrictions imposed by F. A. W. S., escapement was very poor, promising serious impairment of the cycle.

Even the 84-hour weekly closure proposed by the Service for 1951 cannot be expected to provide effective control; and destructive gear concentration can be expected again.

Southeast Alaska—

Coincidental opening of the season is necessary in all areas regardless of the difference of biological timing of the runs in several distinct areas in order to prevent destructive concentrations of gear in the first-opening seasons.

"Transparent" Nylon Banned

Principal emphasis and interest at the concluding hearings in Seattle was on Bristol Bay and the power boat question.

However, the Southeast Alaska hearing brought out the fact that the Service has abandoned its proposal to limit gillnetting to 84 hours a week. Its stricture of the use of nylon netting has been modified to apply only to "transparent" nylon, although the Service officials conducting the hearing admitted that they had never seen any such nylon webbing. They said the prohibition did not apply to nylon netting as such, and implied that nylon web such as was used in Alaska in 1950 would be permitted.

Southeast Alaska Seasons

Southeast Alaska packer opinion differed sharply with the Service's proposal for a uniform season opening Aug. 9 and closing Sept. 1.

Frank Wright Jr., speaking for the packers of the northern district, said

A portion of the keenly-interested crowd of fishermen and operators which attended the F.A.W.S. hearing on 1951 Alaska fishery regulations for Bristol Bay.

two different concepts prevailed. One group—the larger—favored a season opening July 23 and running to Sept. 5. Minority opinion favored a July 9 opening, with a 60-hour fishing period weekly through Aug. 8 and five days fishing weekly from Aug. 13 to 31.

Packers in the southern part of Southeast Alaska, with Harold Heaton as spokesman, asked a season from Aug. 1 to 31 in the Southern and Sumner Strait districts; and from Aug. 6 to Sept. 6 in Clarence Strait and South Prince of Wales Island.

Cook Inlet Proposals

Cook Inlet fishermen and packers alike agreed that a continuous 84-hour closed season as proposed by the Service was undesirable, and stood by the theory that any addition to the statutory week-end closed period should be applied in the middle of the week.

Fishermen resident on Cook Inlet proposed a rule that no power boat could carry more than one skiff, and that no such skiff could carry fishing gear. (This was to prevent Southeast Alaska purse seiners bringing several skiff to Cook Inlet and operating them as gillnetters, with the seiner serving as mothership and tender.)

Interest at the Seattle hearings concentrated on Bristol Bay and the power boat controversy. Five distinct groups expressed their opinions: 1, canners; 2, freezership operators; 3, resident fishermen favoring power; 4, resident fishermen opposing power; 5, Bristol Bay fishermen resident elsewhere.

Expressed opinion of these groups is summarized below:

Packers Favor Control

W. C. Arnold, speaking for the Alaska Salmon Industry, Inc., said that the operators had come to believe that sound fishery management required that the Service have "broadened powers which will permit it to control fishing effort." He went on to say: "No fishery can stand unlimited exploitation. Unless a limit can be placed on the amount of gear employed, this fishery will disappear."

Dr. W. F. Thompson, director, Fisheries Research Institute, presented the scientific view. He said: "Control of the *intensity* of fishing is of the utmost importance . . . Increasing intensity of fishing takes the heart out of the run . . . If you permit power, you will lose much of your ability to control the fishery and permit escapement . . . You are on dangerous ground. Are there more fish to supply the increased catch of more effective gear?"

S. G. Tarrant, chairman of the Bristol Bay operators committee of the Alaska Salmon Industry summed up the packer position, saying: "The Service should maintain the present situation until it has authority to control the intensity of fishing. If, lacking this authority, the Service permits the use of power it takes the responsibility for risking destruction of the most valuable single fishery in the world."

The Freezership Position

W. D. Suryan of the *Reefer King* and August Mardesich of the *Pacific Queen* presented the arguments of the freezerships in favor of power boats. Mr. Suryan declared the freezerships were firmly in favor of power, had already ordered engines for their boats and expected to employ them.

Mr. Mardesich argued that safety was a prime reason for power; that it would provide more fish at lower cost. He said power should be used to catch the maximum permissible catch in the minimum amount of time—and that the season then should be closed. He said that the FAWS had ample authority to regulate the intensity of fishery by closing the season when the proper catch had been made.

The freezership position was also supported by Sven A. Hansen of Seattle, who fishes for a floater. He presented a resolution favoring power and passed by the Seattle branch of the Alaska Fishermen's Union. He was the only non-resident fisherman to speak in favor of power.

Resident Fishermen, Opposed

Preponderance of Alaskan resident fishermen opinion opposed to power boats. Petitions signed by 600 Bristol Bay residents opposed to power boats were presented by native leaders and resident whites.

Resident opposed opinion over-and-over repeated that power was undesirable because it would (1) be brought in from other districts and would deprive resident Alaskans of their livelihood; and (2) power would create a condition of intense fishery which could not be controlled, and which would make it impossible to secure a proper escapement with any uncertainty.

Herman Herman, a fisherman Bristol Bay-born, summed up the majority opinion best in these words: "Some of our villages are 100% opposed to power. If power is permitted, boats will come from other areas, and floater will bring in boats on deck. Power boats will be adverse to conservation, for you cannot get the escapement the law requires of you if you permit power vessels.

"There will be more lives lost with power than without, because

our people will try to fish Bristol Bay with their outboard skiffs."

Resident Fishermen, Favorable

Two Alaska residents favored power vessels. They were Jim Downey of Naknek and Rev. Franklin Smith of Dillingham.

The former said that already 20 or 30 residents of the Bay had spent money to equip boats for power fishing. He believed present sailboats could be equipped cheaply for operation with outboard motors. He declared as well: "We want a limit put on gear; with Bristol Bay residents to have first chance."

Rev. Mr. Smith said: "Our people are in debt and destitute. They need a better hope. I am surprised that so many have turned against power. The F.A.W.S. must place limitations on the fishery; but I think power is the only hope for our people. They believe a limit of 50-hp. should be put on power boats." He expressed the belief that control of predators on Bristol Bay would more than offset the greater effectiveness of power boats.

Non-Residents, Opposed

The movement for power boats started in 1946 with a vote of the Alaska Fishermen's Union. At the Seattle hearing petitions bearing 500 names and the preponderance of testimony showed that the position has been directly reversed.

Abe Lehto and Vito d'Mercurio, A. F. U. agents, presented petitions and summed up their fishermen's position. Lehto said: "Rank-and-file sentiment in our union in San Francisco is very strong to continue as in the past from the standpoint of conservation." D'Mercurio put it thus: "The efficiency of power boats, moving from one area to another, will catch more fish—and this will invite unlimited numbers of boats, decreasing escapement and impairing conservation."

The hearings were conducted by Clarence Rhode, Alaska regional director for the F.A.W.S., assisted by Hugh Terhune, assistant chief, Alaska branch, Washington; Howard Baltzo, Alaska fisheries supervisor, and Richard Schuman, Alaska fishery management supervisor.

10-MILLION-CASE TUNA SUPPLY

As 1950 enters its final month, it was becoming increasingly clear that a supply of above set of 10,500,000 cases, from all sources, domestic and imports, would be available for the year. Broken down the picture is this: California, 8,000,000; Pacific Northwest, 750,000; imports, mainly from Japan and Peru, 1,500,000 cases.

Sharp pencils were busy in early November figuring the potential tonnage held in San Diego due to the six weeks' cannery strike and on the high seas, capable of delivery before the end of the year. This estimate was 25,000 tons for Southern California.

To November 1, the gross delivery of raw fish to Southern California had reached 163,238 tons; another 25,000 tons would bring the total to 188,000 tons, against 1949's total of 160,000 tons, for all of California.

The production to November 1 had reached 7,092,333 cases, with the LA-LB district accounting for 3,882,346; San Diego, 3,219,987 cases. During October, the northern district processed 349,791 cases; San Diego, 151,504. To December 31 last year the combined pack was 6,400,140 cases.

In spite of the tremendous production, coupled with a natural "flat" market as the year waned, wholesale prices remained encouragingly firm. Nationally-advertised Light Meat, Fancy, was unchanged from a month ago, $15.25. Private label on this basic product was $13.50 to $14.50.

While the industry wrestled with its huge domestic production, it also had to "view with some alarm" the growing influence of imports on the entire tuna economy. To October 1, around 1,270,000 cases had come into the country, and packers believed they would be fortunate if the final figure, in view of increased Japanese imports to beat the 45% import tax, did not exceed 1,500,000 cases. Some experts thought it would.

To October 1—when 527,000 cases had been imported a year ago—the figure of 1,270,000 cases is an increase of 141%. The trend too, as Japan becomes more prominent in the import figure, is away from Peruvian canned bonito. Last year's imports of bonito were 64% of all tuna and tuna-like canned products. This year, for eight months, 74% of imports are tuna.

Judging the increasing rate of foreign imports against California production, the first nine months of 1948 showed a rate of 7%; in 1949, the rate rose to 10.4%. This year, for the comparable period, imports have climbed to 19.4%.

Whether the increase January 1 of the tariff rate from 22½% to 45% will have any adverse effect on foreign imports was a controversial question in Southern California last month. Observers felt, however, that a truer evaluation of the industry's competitive position, domestic versus foreign, would be evident when 1951's imports began to appear.

San Diego Tuna Strike Ends

The six-weeks-old AFL tuna cannery strike at San Diego, which may have cost plant workers, fishermen and vessel owners more than $500,000, ended November 1. Plants affected included Westgate-Sun Harbor Co., High Seas Tuna Packing Co., American Processing Co., and San Diego Packing Co. A fifth cannery, West Coast Packing Corporation was not picketed, but remained inactive during the strike.

The new contract, to run until July 1, 1952, and can be reopened only for wages twice, on 60-days' notice, provides for 10c an hour blanket pay raises; in certain classifications as high as 20c an hour, including piece rates. Three-week vacations will be granted after 10 years' employment. New wage minimums are: $1.50 an hour for women; $1.65 for men.

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MAKING HISTORY WITH TUNA POLES IN AUSTRALIAN SEAS

By T. C. ROUGHLEY
Superintendent of New South Wales Fisheries

On Monday, October 16, 1950, Australian fishing history was made, for on that date the first commercial catch of tuna was landed by the pole method of fishing.

Equipped with a Piper Cub seaplane, the 75' American tuna clipper *Senibua* arrived in Sydney, New South Wales, on September 24, 1950, to test pole fishing for tuna in Australian waters.

The *Senibua* originally was the "baby clipper" *Golden Gate,* owned by Capt. Peter Szalinsky. She is 75' in length and is powered with a 190-hp. Union diesel engine. She has capacity for 80 tons of tuna in her brine tanks.

The *Senibua* is owned by South Seas Marine Products, Ltd., a subsidiary of Island Packers, Inc., registered in American Samoa. The latter company was formed to explore, and if possible exploit, the waters of the South Pacific for tuna; and established a large cannery at Pago Pago, Samoa. Although the adjacent islands, as far as Fiji, were investigated with a fleet of five clippers and a fish carrier, tuna were nowhere found in commercial quantities.

These photos by T. C. Roughley, author of the accompanying article, show the *Senibua* and pioneer bait-fishing operations in Australian waters.

1949 Trolling Successful

Last spring and summer, fishermen, trolling for tuna on the south coast of New South Wales, landed about a thousand tons, mostly Bluefin averaging about 17 pounds in weight. These were canned at Narooma and Eden for distribution on the Australian market. Small lots of the canned product and of tuna in the round were shipped to the United States and the high quality of the fish impressed American buyers.

This quantity of fish was caught by fishermen inexperienced in the capture of tuna and using improvised boats and gear. It was the news of this capture which stimulated South Seas Marine Products, Ltd., to send the *Senibua* across from Fiji.

Southern Bluefin tuna occur in

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Thousands of "mutton birds", working the small fish above a school of feeding tuna, create a surge as they hurriedly move away from the 75' baby clipper *Senibua*. (Photo by T. C. Roughley.)

very large quantities every year from September to November or December on the southern half of the New South Wales coast; they then move south to Tasmanian waters, where they are abundant from January to March or April. Similarly great quantities occur during the summer months off the South Australian coast; and larger fish, up to 300 lbs. in weight, have been landed at Albany, on the south coast of Western Australia.

Skipjack and Yellowfin Are Also Reported

Great shoals of Skipjack are also found on the South Coast of New South Wales at about the same time as Bluefin occur there; and Albacore, Yellowfin and bonito are sometimes caught. The fishery is so new, however, that the real extent and distribution of the shoals (schools) of these fish are not known. Zane Grey, angling wide off Bermagui in January, 1936, brought in a large Yellowfin and reported that he had passed through acres of them.

Our knowledge of the occurrence and movements of the various species of tuna is clearly very meagre. We do not know whether the Bluefin are always to be found within about five miles of the coast, as they were last season. Perhaps at other times they move farther offshore. Fishermen had reported great concentrations of much larger fish wider out; they had seen and occasionally succeeded in landing a few Yellowfin and Albacore twenty-odd miles offshore, but their boats were unsuitable for such voyages and they made no attempt to exploit them. We do not know whether the Bluefin move every year at the surface; or whether they will take the lures every year with equal readiness.

So far this season the fishermen have had little success. The fish did not appear at the surface in their usual abundance, but the season has been a highly abnormal one climatically. Rains unprecedented in the history of the State have fallen this year, and the spring has been unusually cool.

Bait-Fishing Questions

But the *Senibua* had even more serious problems to face. Would live bait be procurable in sufficient quantities? Would it stay alive in the tanks? Would the fish respond to chumming? Would they take the lures with sufficient readiness to make pole fishing a commercial proposition? Would the *Senibua* be able to locate and land fish where the local fishermen had failed? With the assistance of a spotting plane she would at least have the advantage of a far greater visual range.

And so, full of hope and not a little uncertainty, the *Senibua* sailed from Sydney into the blue Pacific on October 9 and made her way to Eden, on the northern shores of Twofold Bay, where she arrived on the afternoon of October 11. That night she went looking for live bait fish with a lampara net and returned the following day with about 500 lbs. of young jack mackerel (*Trachurus novae-zelandiae*) in her bait tanks. Not much, but sufficient to start with.

Early next morning I boarded the *Senibua* and with keen anticipation we put to sea on the first pole-fishing expedition in Australian waters. The plane had not arrived from Sydney and so the search was on the blind, as it were. A fresh southerly wind was blowing and the sea was choppy; surface visibility was poor and it was decided not to man an observer in the crow's nest. With two trolling lines baited with squid lures we had sailed for about two hours northeast when a fish (presumed to be a tuna) struck one of the lures. The siren was sounded, the fishing racks were lowered over the side, the fishermen donned their belts and grabbed their poles, and with the boat slowly circling the area where the strike occurred they swung their lures through the water and splashed with their poles while the chummer threw over handfuls of live bait to attract the tuna, if it was tuna that were there.

But nothing happened, and with the exception of another strike in the afternoon, there was no more excitement on that cruise. This was surely an inauspicious beginning.

No concentrations of birds were seen all day. In previous years countless thousands of mutton birds were found flying excitedly close to the water and as many more were swimming beneath the surface where shoals of tuna were feeding. Was their absence an ill omen? Who could say?

Heavy Fishing Encountered

After one or two more attempts in these far southern waters it was decided to send the *Senibua* north, for the fish move from north to south and they might be running late this year. On the way good catches of bait fish, including pilchards, jack

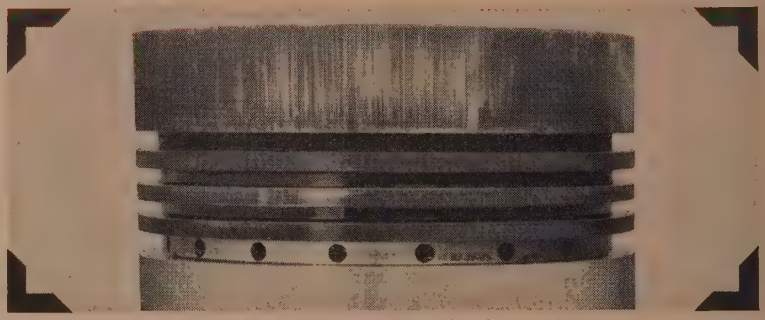
STANDARD ENGINEER'S REPORT

DATA

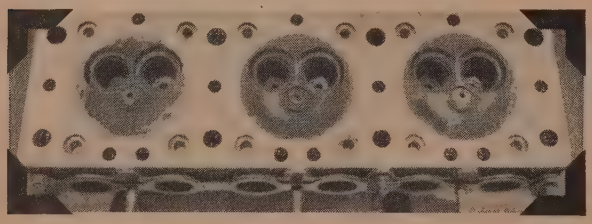
LUBRICANT	RPM Delo Oils
UNIT	Caterpillar D13000 diesel
OPERATION	Operating 75 KW generator on ship
CONDITIONS	Constant speed – varied loads & temp.
PERIOD	2119 hours
FIRM	Tuna Clipper – "Lusitania" San Diego, Calif.

Ring-sticking stopped, wear reduced in auxiliary engine

AFTER 2119 HOURS on RPM DELO Supercharged-2 Lubricating Oil, this representative piston from a D13000 Caterpillar indicates the clean condition of lubricated parts of the engine. All 24 rings in the engine were free!



ONLY 0.0002 INCH WEAR PER THOUSAND HOURS was the average wear-rate on cylinders in the engine during the 2119-hour run, although usual drain periods were extended to 1000 hours. Oil temperatures averaged 175° F. to 180° F. Note the open oil-return holes and grooves (above) and lacquer-free piston skirt (left).



CYLINDER HEAD from the engine after the run. RPM DELO Supercharged-2 is recommended specially for heavy-duty engines where fuel-sooting or other deposits, high temperatures or other conditions cause operational problems and wear.

REMARKS: There is an RPM DELO Oil to meet every heavy-duty engine lubricating condition:

RPM DELO Heavy Duty
RPM DELO Special
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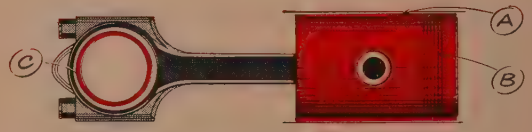
How RPM DELO Oils keep engines clean and prevent wear



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STANDARD OIL COMPANY OF CALIFORNIA

mackerel and other species were landed.

It was about 5:30 in the morning of October 16 that the fun started. Fishing about twenty miles east of Jervis Bay a tuna struck one of the lures trailing from the stern, and in a short time Bluefin tuna averaging about 25 lbs. in weight were raining on the deck. *Snap* went a line; *crack* went a pole. Some big fish were about and it was decided to fish in pairs. But the fish were beyond the capacity of two fishermen to handle them, and teams of three were formed, with no more success. These fish were estimated to weigh between 150 lbs. and 200 lbs. and all broke away, leaving poles and lines littered all over the place.

Three shoals were located that morning. One yielded six tons and the other two, three tons each. The largest fish weighed about 50 lbs. and the smallest 26 lbs.

To Follow-up Pioneering

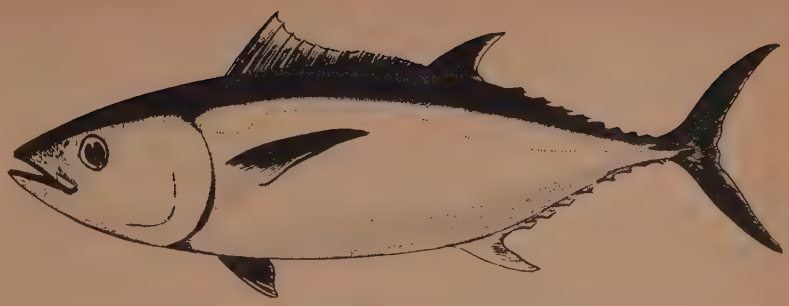
And so, history was made that morning of October 16 when the first tuna were landed in Australian waters by the pole method of fishing with live bait. The beginning was a modest one, but it solved many problems, hitherto a matter for conjecture. Live bait was obtainable in abundance; it lived well in the tanks and when served to the fish induced them to bite freely.

What else remains? Simply the locating of tuna in sufficient quantities to fill the ship's freezers. Great catches may not be made this season for the tuna are running erratically, probably owing to the abnormal weather. But the seed has been sown for a successful tuna fishery in Australian waters, for the coasts of New South Wales, Tasmania, South Australia and Western Australia have tuna resources the magnitude of which it is difficult to estimate. Now we know that pole fishing can be operated with success a great field awaits exploitation by enterprising fishermen, for an avid market awaits the product in Australia and an overseas market may absorb any surplus catch.

Australian Local Market To be Filled First

It was the original intention of South Seas Marine Products, Ltd., to ship the tuna in the round to Pago Pago where it would be canned for the American market; but with an inadequate supply of local fish and with the importations of fish approximately equaling the whole of the fish caught in Australian waters it was considered economicaly unsound to allow the export of fish from Australia while such large quantities were being imported into the country. With this in mind the minister controlling the fisheries of New South Wales requested the managing director of South Seas Marine Products, Don Haywood, to market all the tuna caught by the *Senibua* and such other clippers as may be used by the company to the limit of the Australian demand before exporting any of the catch overseas. This Don Haywood agreed to do at the ruling price of £50 (Aust.) per short ton, and every assistance will be given him to develop a lucrative industry in Australian waters.

The *Senibua* appears to have started something.



The Southern Bluefin Tuna (*Thunnus maccoyii*) which is the dominant species reported in current fishing operations in Australian waters.

Monterey, Great Sardine Port, Idled by Dearth of Fish

Monterey, once the greatest sardine port in the world, was almost a ghost harbor in November.

Where once more than 60 purse seiners of all sizes tugged at their moorings, there were none.

The normal cannery payroll was down about a third. The fishing industry of Monterey might abandon the struggle for the season in December. The season doesn't officially close until Jan. 15.

San Francisco had given up the ghost for the season much earlier, with only a couple of plants trying to truck fish in from southern waters.

Monterey Bay had only its small boat fleet there to scout for sardines and few observers expected the fish to return so late in the season.

At least 40 of Monterey's purse seiners are fishing for San Pedro canners; 15 more are fishing out of Port Hueneme with the fish being shipped to Monterey by refrigerated truck. All of San Francisco's "home guard" fleet was in southern California waters.

A heavy run of mackerel, together with small catches of squid and local sardines, kept Monterey canneries in operation. All but two of them had taken at least some loads of trucked-in sardines.

Naturally fish trucked in from southern California is more expensive than fish caught in Monterey waters. Observers state that it costs from $17-$20 per ton to truck sardines to Monterey, and more to San Francisco. Part of this cost is borne by the fishermen, and part by the canners.

One plant made a fairly heavy pack of anchovies. Two others packed Albacore in fairly heavy quantities, but that run was due to be finished early in November.

In a normal season, or even a season such as last year when the sardine run was heavy early, Monterey canneries would have employed close to 3,000 persons per day.

During October the average was closer to 2,000, most of these on a part-time basis only. Operating crews are fairly high because all trucked fish goes into cans, in order for the canner to break even or make a profit.

San Lucas Pack Down

Carlos Cabral, manager of the Productos Marinos tuna cannery at Cape Lucas, Lower California, was a San Diego visitor in October. He conferred with John Thomsen, technical advisor for the cannery. He declared production, which is all produced for domestic consumption, was lower than last year. Canning is to be resumed in December.

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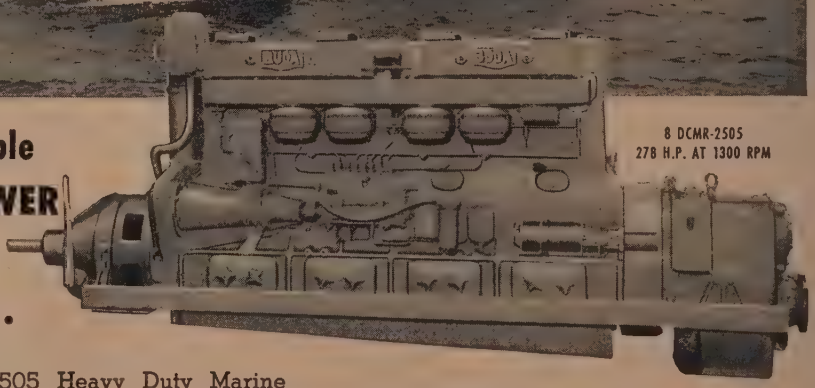
"Cape Devon" and "Sea Master" are Powered by BUDA 2505 Diesels



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Buda 2505 Marine Diesels get their power from *displacement*—2505 cu. inches—not speed of the piston. This means slower, quieter, smoother running and less wear on parts, less maintenance and greater over-all operating economy. Clean in-line design of the 2505 makes it easy to service, maintain and overhaul. Install or specify Buda Marine Diesels in your boat—they are designed to make profits for you. Your nearby Buda Distributor can give you complete details, or write The Buda Company, Harvey, Ill.

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Participants and speakers at the 37th annual convention of Association of Pacific Fisheries at the Santa Barbara Biltmore, November 15-16-17. Seated, left to right: Dr. E. D. Clark, secretary-treasurer and manager, Northwest branch of NCA; Dr. W. F. Thompson, director, Fisheries Research Institute, U. of W.; W. C. Arnold, managing director, Alaska Salmon Industry, Inc.; Aubin R. Barthold, convention presiding officer; Frank Wright, Jr., president, Northwest Salmon Canners Association. Standing: Dr. R. W. Clough, assistant director, Northwest branch, NCA; Phillip Crawford, regional director, U. S. Department of Commerce, Seattle; O. Eugene Shostrom, chemist, Northwest branch, NCA; Milton E. Brooding, chairman, executive committee, Pacific Fisheries Conference; Dr. W. M. Chapman, U. S. State Department; Charles R. Carry, director, fishery products division, NCA, Washington, D. C.

FACING PROBLEMS
Of Pacific Fisheries' Tomorrows

The 37th annual convention of Association of Pacific Fisheries, held at Santa Barbara Biltmore November 15-16-17, was as versatile as the weather for some 300 delegates, wives and guests and satisfactory in all its phases, business and social.

It was a serious-minded convention, with packed business sessions, under the able gavel of A. R. Barthold, presiding in the absence of President E. M. Brennan, and assisted by Dr. E. D. Clark, secretary-treasurer. Yet it was a gathering that entered wholeheartedly into the golf tournament and superb entertainment provided by the traditional hosts.

Vance F. Sutter, president, Fidalgo Packing Company, succeeded Mr. Brennan in the presidency. First, second, third and fourth vice presidents chosen were, in order: A. R. Barthold, J. A. Green, E. W. Thompson and C. F. Johnson. Dr. Clark succeeded himself.

Also continuing in office were members of the board of trustees, with these changes: Mr. Barthold succeeded A. K. Tichenor; Mr. Sutter assumed the unexpired term of his late father, Carl A. Sutter; D. E. Skinner fills the unexpired term of V. H. Eifendahl. All nominations for office were presented by the committee chairman, Harald Synnestvedt.

Vance F. Sutter, president of the Fidalgo Island Packing Co., who was elected president of the Association of Pacific Fisheries at its Santa Barbara convention in November.

Brennan Faces Facts In Presidential Address

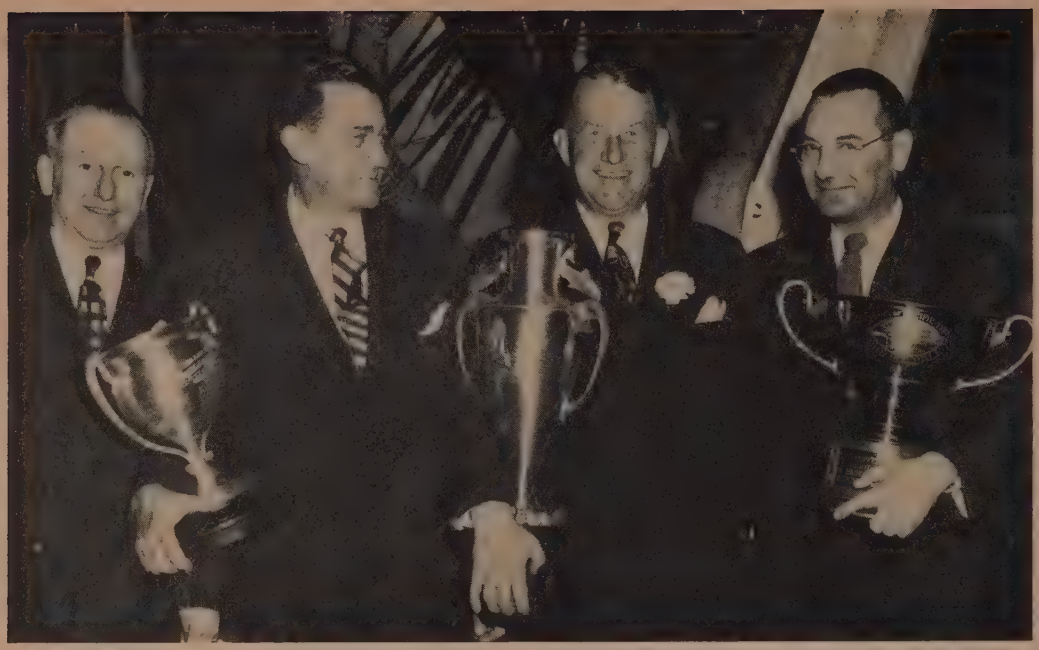
Keynote of the president's report, read by Dr. Clark, was as follows: "Beginning of the Korean war in June, passage of the National Defense Act, and the worst failure in the salmon runs of Alaska, Washington and Oregon since 1921, have all established tendencies certain to greatly influence operations of this industry in 1951 and probably in succeeding years also.

"We must face problems, such as allocation of materials and services, manpower controls and transportation difficulties which may have serious effects on all of us, as did controls and similar problems of the last war."

The pattern was thus set for following discussions by many speakers, who sought to enlighten delegates on certain phases of the president's report. Among these were Dr. W. M. Chapman, U. S. State Department, who briefed the members on international fishery problems.

Others included W. C. Arnold, chairman of the industry coordinating committee; Dr. W. F. Thompson,

37th Annual Convention of the Association of Pacific Fisheries



E. E. "Gene" Murray, the convention's perennial toastmaster, left, presents the 1950 winners of the perpetual golf trophies: Miller Freeman Trophy, won by Fred Sandoz, CRPA, Astoria; Jack Horner Trophy, won by Lawrence Calvert, San Juan Fishing & Packing Corporation, Seattle; Cres P. Hale Memorial Trophy won by E. O. Paup, P. E. Harris & Co.

director, Fisheries Research Institute, University of Washington; Frank Wright, Jr., president, Northwest Salmon Canners association; Milton E. Brooding, chairman, executive committee, Pacific Fisheries Conference; Charles R. Carry, Fishery Products division, National Canners Association, Washington, D. C., and others.

Drama was supplied at the concluding session by the appearance of two Japanese government representatives, Susumu Nikaido and Takei Iiyama; and Mr. Arnold's strong answer to Mr. Nikaido, which appeared to voice the unanimous sentiment of the salmon industry.

Japanese Told Peace Lies In Recognition of National Rights

Appearance of two Japanese government officials, Susumu Nikaido and Takei Iiyama, at the convention provided a dramatic touch to the concluding open business session. Invitation was extended at their own request. Mr. Nikaido acted as spokesman.

The representative of the Japanese Diet spoke well, confining his remarks to such general subjects as the recovery of Japanese fisheries; the conviction of leaders that Japan must cooperate with other nations in conservation programs.

Concluding his remarks, Mr. Nikaido — perhaps rather unfortunately — borrowed from Dr. W. F. Thompson's address, a phrase the scientist had frequently used throughout: "God helps those who help themselves."

Mr. Arnold replied for the salmon industry:

"I want to say, in behalf of this group, we are most anxious to see Japan make an economic recovery; we will do everything we can toward helping you attain that objective. I want to emphasize, however, Japan should confine its fishing activities to its own waters."

The encroachment of Japanese fishing fleets into Alaskan waters had undoubtedly been a contributing factor to war between the two countries, Mr. Arnold declared.

"We know the Japanese are fishermen. Fish is a necessary part of your diet. We realize you would like to send your vessels far and wide, but there is in this a danger of strained relations. Japan herself should insist on provisions within the treaty which will guard against presence of your fleets in our own waters. Otherwise, our people will show resentment.

"Japan would not like to see United States fishing boats appear off the Japanese coasts. This should work both ways. Only by a thorough understanding and agreement on this, can our future relationship be kept on a friendly basis, which we sincerely desire."

Scientist's Research Concept Highlights Convention

Another highlight of the convention was the eloquent address of Dr. Thompson whose work on salmon research as director of the university's Fisheries Research Institute had, in the words of Mr. Barthold, "brought the industry worldwide recognition."

Dr. Thompson chose as his theme, the "Third World," based on the recent Washington, D. C., Alaska science conference of the National Research Council. While a bridge had been well built between the academic and the practical in the salmon industry, he said, another is necessary to link industry with government. It is inevitable, he declared, the latter will come to demand a closer partnership with the industry in every single phase of its operation. Dr. Thompson was accorded an ovation at the conclusion of his address.

Report of W. C. Arnold of the Coordinating committee held the delegates' attention, as he spoke on the many problems of his committee, such as unemployment compensation refunds, with $1,000,000 refunded and $700,000 pending; of the salmon control program; return to war economy; labor relations, inflation, government controls. He urged that industry meet as frequently as possible in the future, to keep abreast of these and other problems.

GOLFING GROUPS AT THE SALMON CANNERS CONVENTION

Top row—Col. Richard Bell-Irving, T. F. Sandoz, Maurice Rattray, E. O. Paup, and Fred Sandoz; Fred Buhrman, Kenneth Norris, Harry Burke, Harold Parks.

Second row—C. E. Lachelex, A. C. Staley, E. G. Gross, and J. W. Combs; Jack Hanover, William Calvert, D. V. Cawley and A. L. Rogers.

Third row—D. J. Cawley, W. C. Bryant, R. F. Hendrick, D. E. Skinner, W. J. Manahan and G. S. Duryea; W. W. Hodgson, P. E. Fagen and R. L. Carlton.

Fourth row—Joseph Walsh, F. R. Sutherland, O. H. Haskell and R. M. McPherson; Roger T. Hager and G. W. Henderson.

Pacific Fisheries Conference Program Is Presented

Mr. Brooding's report on Pacific Fisheries Conference activity was well received. One of its principal objectives, transfer of fisheries into the U. S. Department of Commerce, he regretted had not as yet been achieved.

The PFC executive chairman emphasized that this country's fisheries were unanimously behind a program to help develop the fisheries of backward nations as a food source, but were strongly opposed to fostering a program which seeks to compete with our own economy.

Relative to the pending Japanese Treaty, Mr. Brooding stated PFC's position that the U. S. State Department should declare its position regarding protection of fisheries on the Pacific Coast.

"Pacific Fisheries Conference is doing everything possible to get the State Department to include the problem of fisheries into the treaty," he declared. "Moreover, a treaty is desired that everyone can live up to."

Fishery Products Director Carry, of NCA, briefed the delegates on a number of subjects, such as tariffs, child labor problems in Alaska, the tin-plate and can situation, possible industry controls, etc.

Letters of condolence were sent families of late members, Carl A. Sutter, Edward H. Bell and John X. Johnson.

"Get well" wires were sent to retiring President Brennan, and to Sam Barbour, the latter missing his first convention in many years.

On the practical side of the work of the association and Northwest branch of N.C.A., Dr. R. W. Clough and O. E. Shostrom gave reports on salmon pack inspection and laboratory work; on impending standards for canned salmon; tentative findings on frozen salmon for canning.

Social Aspects Pleasing

Socially, the convention, held within the beautiful surroundings of the Santa Barbara Biltmore, left nothing to be desired. Opportunity was provided the traditional hosts to entertain lavishly, and they took full advantage of it.

Hosts at the first cocktail party were the customary hosts: Pacific Marine Supply Company, E. H. Edwards Company, The Linen Thread Company and Plymouth Cordage Company.

The annual reception and dinner dance, with American Can Company and Continental Can Company joining as hosts, were held in the lush Coral Casino, adjacent to the hotel on the beach. Corsages for the ladies was again the gesture of Clarence Ederer of the R. J. Ederer Company.

Guests From Afar

Eastern guests who travelled far to attend the convention included: Carl H. Black, president, American Can Co., New York; D. L. Malcom, president, The Linen Thread Co., Paterson, N. J.; V. K. Shuttleworth, sales manager, American Can Co., New York; Eugene A. Ederer, vice president, R. J. Ederer Co., Chicago; Edwin G. Roos, vice president, Plymouth Cordage Co., Plymouth, Mass.; Charles E. Jackson, general

SALMON CANNERS CONVENTION GOLFERS AT SANTA BARBARA

Top row—J. D. Hendrickson, J. J. Harris, L. G. Petree and Lawrence Newsome; Claire Kidd, Sam Rubenstein and R. A. Johnson. Second row—Humber Fotheringham, Lou Thrailkill, H. M. Blinn and J. Frank Wright; E. A. Anderson, W. A. Pries, H. N. Peterson and C. J. Sebastian. Third row—R. G. Shaughnessy, Jack Lind and Jack T. Yolland; Orville Carey, Joseph C. Glass, John T. Tenneson Jr., A. G. Clark Jr., Richard Saxton.

manager, National Fisheries Institute, Washington, D. C.

Prize-winners in the salmon canners' annual golf tournament, played on the Montecito course, Santa Barbara, were as follows:

Fred Sandoz, Columbia River Packers Association, won the Miller Freeman Challenge Cup.

Lawrence Calvert, San Juan Fishing & Packing Corporation, won the Jack Horner Vase.

E. O. Paup, P. E. Harris & Co., won the Cres P. Hale Memorial Trophy, third of the three permanent trophies of the association.

Winners of golf prizes, with their donors:

Frank Wright, Jr., Pyramid Packing Co., wrist watch by Continental Can Co.

L. G. Wingard, L. G. Wingard Packing Co., binoculars by Pacific Marine Supply Co.

Roger Hager, The Canadian Fishing Co., radio by Standard Oil Co.

Fred Buhrman, Farwest Fishermen, Inc., barometer-thermometer set by E. H. Edwards Co.

Col. Richard Bell-Irving, Anglo-B. C. Packing Co., Ltd., traveling bag by The Linen Thread Co.

Tom F. Sandoz, Columbia River Packers Association, desk set by Plymouth Cordage Co.

F. R. Sutherland, Farwest Fishermen, Inc., traveling bag by Tubbs Cordage Co.

Jack Tenneson, Jr., Columbia River Salmon Co., arctic jacket by National Bank of Commerce.

Sam Rubenstein, Farwest Wrangell Company, silver tray by Container Corporation of America.

S. F. Stretton, Standard Oil Co., cigaret case and lighter by Association of Pacific Fisheries.

O. H. Haskell, People's Bank of Washington, golf jacket by Northwest Branch National Canners Association.

Jack Salmon, General Fish Co., caddy set by Alaska Steamship Co.

A number of other prizes for registration, door prizes, etc., were presented by R. J. Ederer Company, Pan-American Airways and others.

ROYAL TO DIRECT SOCKEYE WORK

Loyd A. Royal has been appointed director of investigations in charge of the Fraser River Sockeye salmon enterprise, it was announced at presstime.

Since the death of the late B. M. Brennan more than a year ago, Mr. Royal has been senior member of the staff, in addition to his duties as chief biologist. He joined the Sockeye staff in charge of its biological work in 1949, only a short time before Mr. Brennan's death.

Mr. Royal was chief biologist of the Washington Department of Fisheries prior to his naval service; and in charge of its stream rehabilitation program following the war.

Alaska Wire Netting Operations Consolidated

Merger of the Alaska Steel & Wire Co. of Ketchikan and the branch factory of the E. H. Edwards Co. at that city was announced late in November, as this issue went to press.

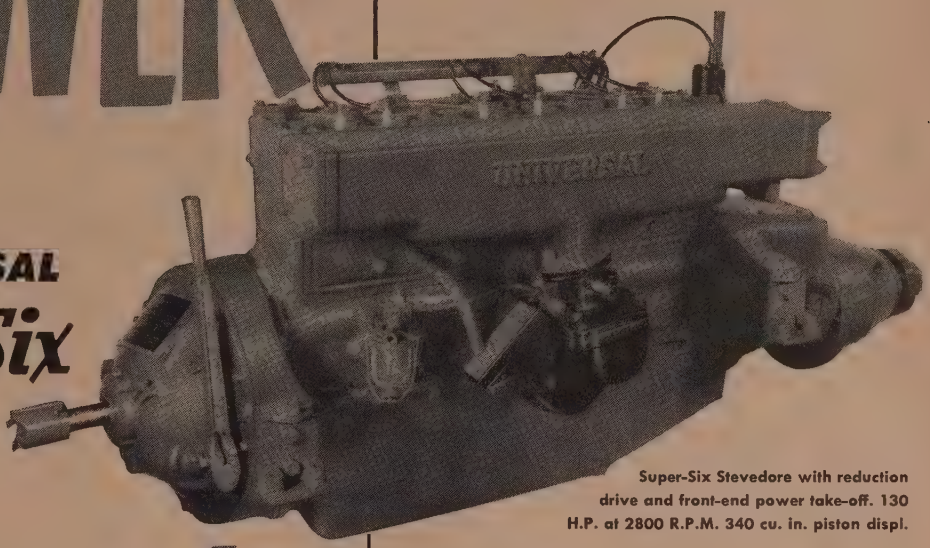
Fred Schlothan of the first-named company will be operating manager of the consolidation, which he characterizes as "a merger of two Alaska industries which will enable them better to serve Alaska and the canned salmon industry, their principal customer."

Mr. Schlothan is a long-time Ketchikan businessman, who has filled a prominent place in the business life of Alaska for many years, and who enjoys the confidence of the salmon industry. He spoke of the consolidation as a program designed to maintain the Alaska manufacture of wire netting as a stable industrial operation on a year-round basis just so far as that may be possible.

LADY ANN is the new name of the San Diego tuna clipper, *Americano,* recently sold by retiring *Frank Caia.* Purchasers are owners of the *American Lady: Ralph Madruga, Dutch Babcock, Eddie Silva, Eugene Dahout* and *Robert J. King,* who becomes the new skipper.

POWER . . . 130 H.P. at the wheel

the UNIVERSAL Super-Six



Super-Six Stevedore with reduction drive and front-end power take-off. 130 H.P. at 2800 R.P.M. 340 cu. in. piston displ.

Smoothness . . . to idle all day at 400 R.P.M.

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The Super-Six is a *fisherman's* motor. You can drive it hard for quicker trips . . . you can slow it down for trolling all day at 400 R.P.M.

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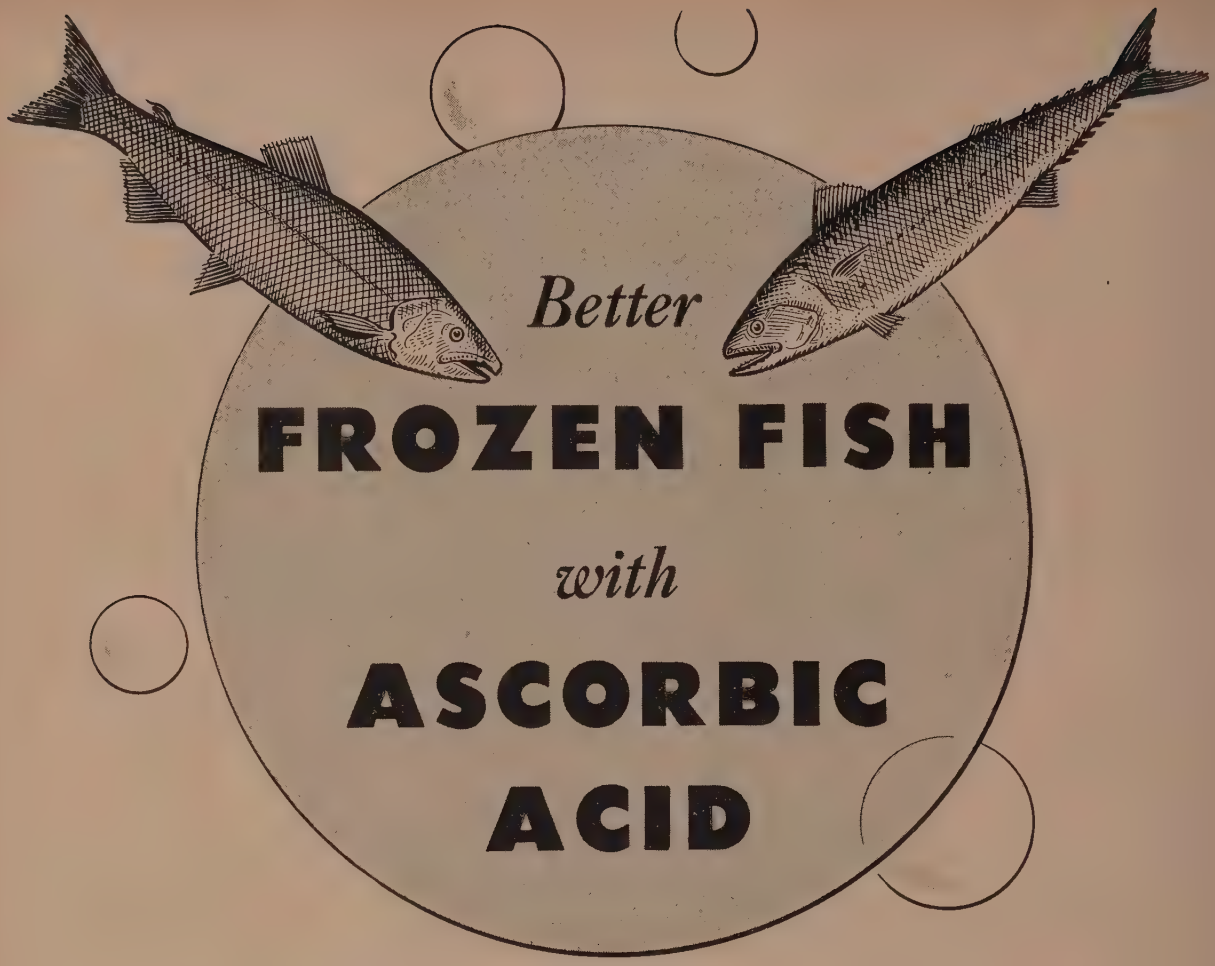

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ASCORBIC ACID

How Pacific Fish Processors are Using it to Unlock Latent Opportunities in Packaged Frozen Fish

Growing gradually by the experimental route over a period of years, ascorbic acid treatment of fish fillets by the season of 1950 had achieved definite acceptance in the packaged-fish industry of the North Pacific Coast.

This is particularly true of salmon packaging—both steaks and fillets—for the rancidity-inhibiting action of the ascorbic acid dip proves of particular effect in safeguarding the original quality of this rich, fat fish.

Although individual companies are somewhat reluctant to be cited in connection with technological pioneering such as the use of ascorbic acid, it is safe to say that most frozen salmon fillets and steaks are now being treated in this manner.

Furthermore, at least one company is reported to be dipping *all* its fillets in ascorbic solution; while another is treating *all* of its steaks—salmon and halibut alike—in this medium. The latter firm's early experience has been such that it is now understood to be preparing to dip its fillets as well as steaks.

Ascorbic acid dipping tank and draining elevator in the Imperial plant of the British Columbia Packers, Ltd., at Steveston, B.C. The dipping solution is in the large tank at the right, through which the fillets and steaks are carried before being drained as they are elevated for conveying to the packing table.

Canadians Take the Lead

Significantly, the companies currently employing ascorbic acid on their package fish are the largest in the business.

It is also somewhat noteworthy that employment of ascorbic acid for retarding or preventing rancidity, fading, yellowing and loss of flavor to the fall of 1950 had made substantially greater progress in British Columbia than in the United States. This is probably traceable to the fact that much of the early experimental work with this material was done at the Pacific Fisheries Experimental Station, B. C.

British Columbia Packers Ltd. and the Fishermen's Cooperative Federation of British Columbia were among the early advocates of ascorbic acid. American packers were somewhat slow to start, but in 1950 were making up for lost time.

One of the most active advocates of ascorbic acid protection for fillets and steaks is Dr. E. W. Harvey, chemist in charge of the Oregon Sea Food Laboratory at Astoria, who recommends the use of ascorbic acid on *all* fillets and steaks—sole and rockfish, halibut and lingcod, as well as the fat fishes such as salmon.

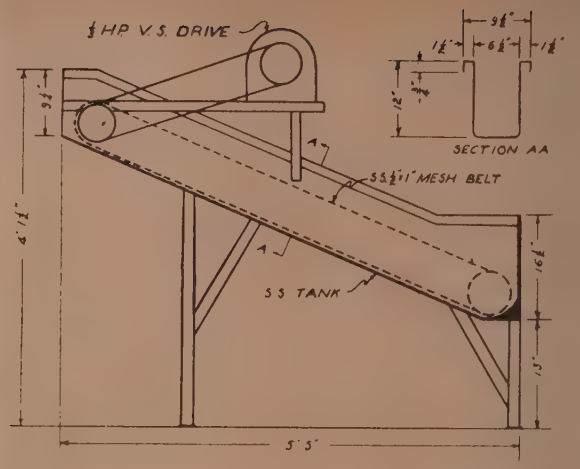
While the principal objective in using ascorbic acid is the retarding of rancidity through oxidation of the natural oil in the fish, the treatment also is effective in retaining the natural color of the fresh fish and in preventing "rusting" in storage.

Dr. Harvey cites these secondary effects as reason enough for use of ascorbic acid on *all* fillets and steaks—and goes so far as to predict that general use on all fillets would so expand the market as largely to offset the depressing effect of a declining vitamin liver market on the returns to the trawl fishermen.

Ascorbic acid is usually applied to fillets and steaks in an aqueous solution, either with or without a thickening agent. The various operators differ in their practices and in their opinion as to the desirability of the plain water solution or one thickened by means of Hercules Powder Co. sodium carboxymethylcellulose (CMC), Krim-O-Gel or other suitable agents.

Where the plain solution is used, acid concentrations employed run from 0.5% to 2.0%, depending somewhat upon the type of fish being treated and the time of immersion. Some investigators report optimum results with a solution of 1.5% ascorbic acid and a dipping time of 10 to 12 seconds.

Thickened solutions are resorted to in order to keep the ascorbic acid in contact with the fish through the mechanical effect of the viscid film. More of the solution is used when it is thickened, and consequently only about half as strong an acid solution is employed—from 0.25% to 1.0%, with a dipping time of 10 to 12 seconds.



ASCORBIC ACID DIPPING TANK
HOFFMANN-LA ROCHE INC
NUTLEY, N.J.
SCALE 1"=1' G.K.P.

A solution-conserving tank, shown in sketch and photograph, devised to permit dipping fillets in a small quantity of solution, thus minimizing the amount which ultimately must be discarded. This type of equipment was installed in the San Juan Fishing & Packing Co. plant, Seattle, this fall.

Cost of Treatment And Factors Controlling

Cost of the ascorbic acid treatment with and without thickeners lies within the same price range, as cost of application is negligible in a modern, mechanized plant.

Speaking before the Institute of Food Technologists last spring, J. C. Bauernfeind of Hoffmann-La Roche, Inc., gave cost figures for various test operations as 0.39c per lb., 0.42c, 0.53c and 0.64c. The quantities for which these costs were quoted generally were small and the acid concentration used was quite high. He indicated that the solution had not been entirely used up in some cases.

Dr. Harvey of the Oregon Sea Food Laboratory estimated in the fall of 1950 that on full plant operation costs would not exceed 0.25c per lb., and might be gotten as low as 0.2c.

Cost of ascorbic application is governed in large degree by the quantity which is thrown away as the dipping solution becomes fouled with use. Experience is as yet too sketchy to point with certainty to the best method.

Some investigators and operators believe that losses can be limited best by filtering the solution after a short period of use. This, however, rules out the use of a thickening agent, due to the slowness and difficulty of filtering a viscous solution.

On the other hand, some advocates of the Krim-Ko-Gel thickened vehicle for ascorbic acid contend that losses in this method are reduced because the solution is *used up* in dipping to a greater extent than the plain water solution.

Possibility of conditioning the dipping solution by centrifugal means has not been reported on in the literature.

Equipment for Application

Equipment currently in use in the Pacific Northwest for giving fillets and ascorbic dip follows four general types: (1) hand-dipping of fillets in a wire basket immersed in a small tank of solution, used where volume does not exceed 200 lbs. per hour; (2) the brining tank of a mechanical line, where the ascorbic solution may be substituted for the brine, or combined with it; (3) a half-cylindrical tank through which the fillets are carried by the blades of a slowly-revolving paddlewheel; (4) a steeply-inclined trough with an elevating belt with flights which raises the fillets from the solution-filled sump formed by the lower end of the trough. (This device differs from (2) essentially in that its tilted arrangement permits it to be operated with a minimum amount of solution, 8 to 10 gals. in the installation cited.)

Ascorbic acid solutions should not come in contact with either copper or iron, as very small quantities of these metals have been found to have catalytic functions, accelerating the breakdown of ascorbic acid.

Stainless steel has proven entirely satisfactory for dipping and draining equipment.

Labeling Considerations

Ascorbic acid is identical with Vitamin C. While its use tends to increase the nutritive value of the fish, the vitamin is not employed for that purpose and concentrations necessarily would be variable throughout the fish. Accordingly, the following is regarded as fully covering rulings of the United States Food and Drug Administration with regard to labeling in the application of ascorbic acid in frozen fish: "Ascorbic acid (Vitamin C) added to retard rancidity and discoloration. Vitamin potency indefinite."

Latent Possibilities Of Ascorbic Enormous

Commercial possibilities latent in the application of ascorbic acid to frozen fish marketing, and particularly in the case of package fish, appear to be enormous.

For any marine purpose . . .

CHRIS-CRAFT MARINE ENGINES

. . . are the world's best buys!

RUGGED Chris-Craft Marine Engines are specially built for marine use. Year after year, they provide superb performance, are economical, dependable, trouble-free. Chris-Craft Marine Engines are available in 60, 95, 105, 130, 131, 145, 158 and 160 h.p. Reduction drives and opposite rotation available for most models. For any marine use, your best marine-engine buy is Chris-Craft!

READ WHAT USERS SAY!

Bill Parsons

"In my book, Chris-Craft Marine Engines are tops!" writes Bill Parsons, yacht-basin operator, Riverside, N. J. "No other marine engine can compare with a Chris-Craft for all-around performance, operating economy and day-to-day dependability. Our customers whose boats are Chris-Craft-powered are really enthusiastic. About the only servicing we give their engines is occasional minor adjustments and oil changes. We never hesitate to recommend Chris-Craft Marine Engines as the best for any marine use."

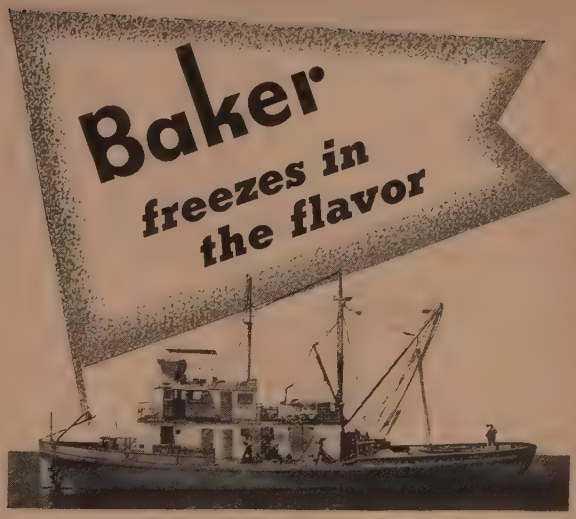
Fishermen! Chris-Craft Marine Engines can stand the gaff of tough, commercial operation and give you economical, trouble-free service! Ask your marine dealer, boat yard or boat builder for data, or write for FREE catalog.

Chris-Craft

MARINE ENGINE DIVISION

CHRIS-CRAFT CORPORATION, ALGONAC, MICH.

WORLD'S LARGEST BUILDERS OF MARINE PRODUCTS



When the 115-foot Mahoning was converted from a U. S. Navy vessel to a shrimp trawler-freezer for Productos Congelados, S. A. Guaymas, the owners installed the most modern of sharp-freezing and holding systems.

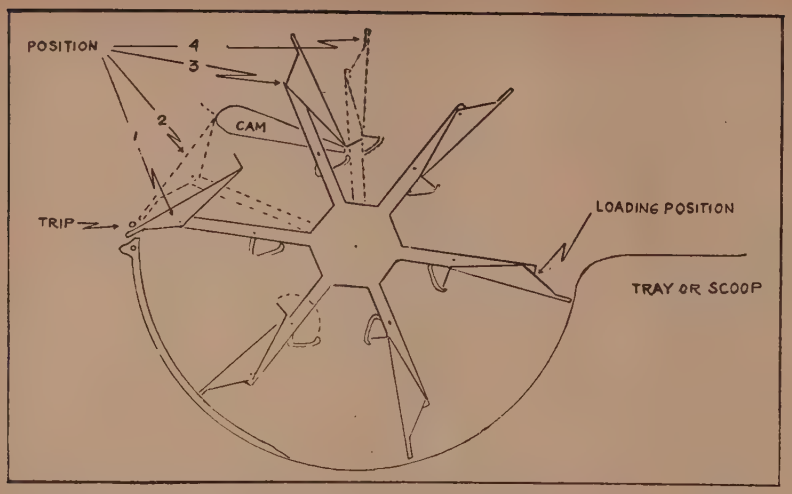
Engineered by Ben Duncan, this system has two Baker 5½ by 5½ compressors for plate type freezers on the main deck to produce 50 degree minus temperature with a capacity of 900 lbs. per hour per freezer. Another Baker 5 by 4 compressor maintains a 15 to 20 degree minus temperature for insulated storage of the packaged shrimp below deck.

This Baker refrigeration system provides the same facilities as required for shore plants to protect the freshness and flavor of the pack . . . with constant dependability under all conditions.

Baker AIR CONDITIONING and REFRIGERATION

Los Angeles: 351 South Anderson Street • San Francisco: 445 Bryant Street • Seattle: Northwest Baker Ice Machine Co., Inc., 1310 Airport Way • Portland: Northwest Baker Ice Machine Co., Inc., 932 Northwest Sixteenth Avenue

Baker Refrigeration Corporation, South Windham, Maine



Fillet dipping device used by the Pacific Fisheries Experimental Station, Vancouver, B.C. Fillets are placed on the paddles at the right. As they are lowered into the solution they slide off the paddle and remain until picked up and carried from the tank by the following paddle.

Present commercial packing is concerned largely with salmon steaks and fillets — principally of Silver, King and Chum varieties. However, the primary possibilities in the use of ascorbic acid, so far as expanding market is concerned, appear to lie in the case of Pink salmon.

Most numerous of all the five species of salmon, the Pink is highly esteemed as a fresh fish where it can be used immediately after catching. Its natural oil, however, is decidedly unstable and the Pink salmon develops rancidity in a very short time. This has reacted greatly against the use of this species except for canning.

Thus, while it is being demonstrated that the use of ascorbic acid has real possibilities in improving the quality of salmon steaks and fillets generally, and perhaps in safeguarding the flavor and attractiveness of non-fatty fish as well, the great latent opportunity would appear to lie in direction of Pink, salmon and mackerel, another abundant fish whose popularity is limited by the tendency of its natural oil to oxidize and develop rancid flavors.

Distributors of packaged fish appear in some cases at least to have run ahead of the producers in their appreciation of the commercial possibilities in the use of ascorbic acid.

One Pacific Northwest operator at least confesses that he was brought to a decision to use Vitamin C on his salmon fillets by the insistence of a buyer that a large offered order be ascorbic-dipped. He instituted the process to get the business, and was so well impressed with the results that he since has been using the flavor-protecting medium generally on his packaged salmon.

Fish-Minded Congressmen Win Pacific Elections

Pacific fisheries' representation in Congress lost nothing in the November election, which saw those candidates who have shown their fish-mindedness winning.

Thor Tollefson of Washington, a member of the House subcommittee for fisheries, was re-elected handily. So was another Pacific member of the fisheries subcommittee — Congressman John J. Allen Jr. of California.

Congressman Henry Jackson of Everett, Wash., who has been an effective spokesman for the salmon fisheries, won re-election readily; and so did Congressman Walter Norblad of Oregon, whose Astoria residence keeps him close to the problems of the fishing industry.

Congressman Russell Mack of Washington, who has bitterly attacked the practice of permitting imports of canned crab from Communist Siberia to destroy the market for the domestic product, was reelected with a nice margin.

Dollar Exchange Only Hobble On Overseas Salmon Trade

Overseas demand for canned salmon continues strong, the only deterrent to buying being dollar restrictions, according to C. B. Powell of Montreal, formerly sales manager of B. C. Packers, Ltd.

Mr. Powell, for years associated with the food brokerage business in Eastern Canada, is chairman of the processed food division of the Canadian Dollar-Sterling Board, and on that account he is fully informed on trends of British buying. He visited the west coast late in October.

"Britain would buy a million cases of British Columbia salmon tomorrow if she had the dollars, and if the supply were adequate," reported Mr. Powell, who believes that the United Kingdom's ability to buy on this continent will depend largely on the extent of its sale of British food products here.

This year the United Kingdom purchased about $5,000,000 worth of canned salmon from British Columbia, a total of 227,000 cases of all grades, according to the terms of the contract. Originally the undertaking was to supply 78,000 cases of Sockeyes, 67,000 cases of Coho and Bluebacks and 82,000 cases of Pinks. However, this order had to be revised slightly because of a smaller pack of the "group 2" fish, Coho and Bluejack; and the Sockeye allotment was also likely to be cut for the same reason. In each case the discrepancy would be made up by a higher delivery of Pinks.

In quantity and in value, British Columbia's canned salmon sales to Britain this year were less than in 1949, when a total of $7,100,000 was paid for slightly more than 400,000 cases, of which 90,000 cases were Sockeyes.

In the British contract it was stipulated that no Chums would be purchased.

Lone Fishermen Takes 450-Pound Swordfish

When a man catches a 450-lb. Broadbill swordfish with a dory, it should be news. Fred Davenport, Newport Beach, Calif., recently did it. He was set-line fishing offshore, when the swordfish took the line into its mouth and, as often happens, clamped its jaws and wouldn't let go. After two hours the fish was landed and Davenport pocketed $270 for his dressed catch.

Quality Always

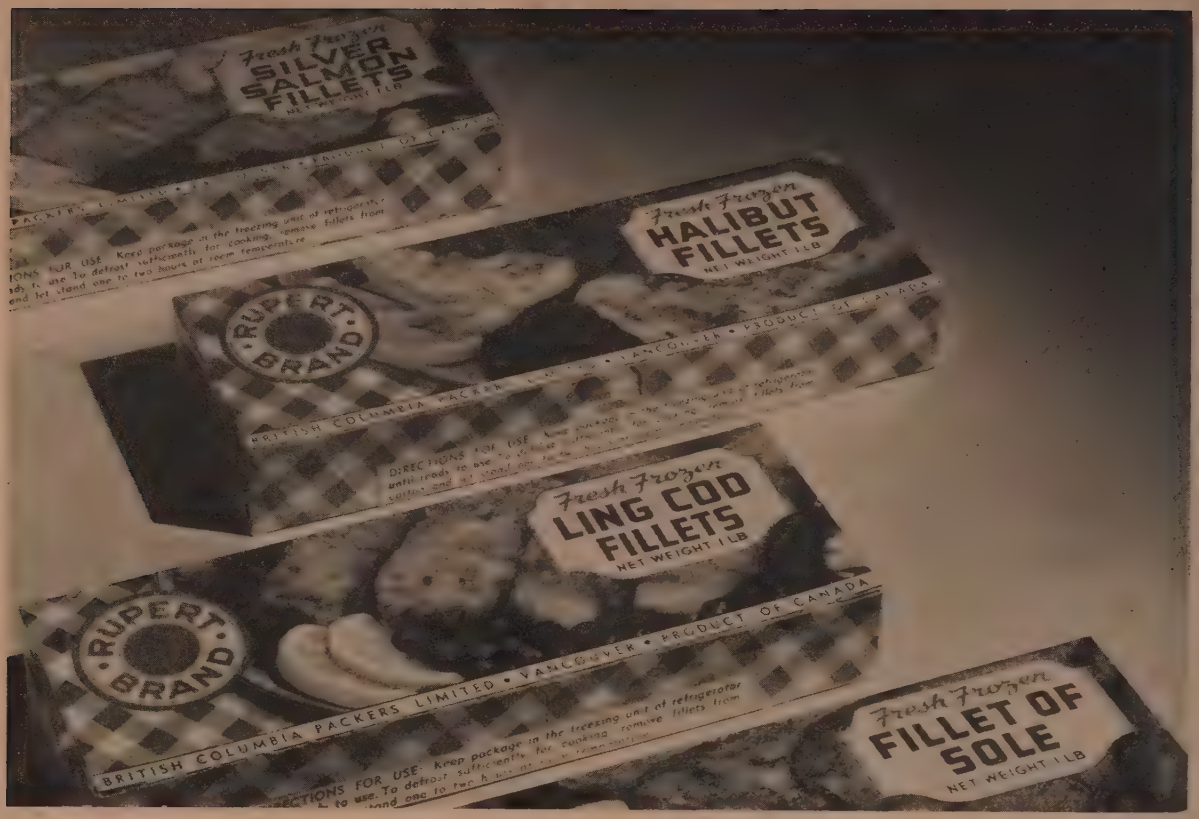
FOR many years, the canned salmon industry has utilized its resources to give consumers a better product, constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

PACIFIC AMERICAN FISHERIES, Inc.
South Bellingham, Washington
"Quality Always"
Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham



SALMON FILLET SPECIALISTS

Package Fish Department of B. C. Packers Integrated "Imperial" Plant at Steveston

One of the important factors in making B. C. Packers' big Imperial plant in Steveston at the mouth of the Fraser River a year-round operation is the new and modern fish filleting and packaging department.

The department contributes significantly to making Imperial one of the most widely diversified and fully integrated in the industry. While the plant is busiest when the salmon canning season is in full swing, it has been the policy of the company to maintain production in one line or another throughout the year. When canning slackens off, there are always specialty lines to pack—anchovies, kippered snacks, smoked oysters, Albacore, canned clams and many other items; and adjacent to the cannery is one of the best equipped edible fish meal and oil plants on the coast, insuring maximum utilization of all the fish delivered.

The filleting and packaging department, located on the same floor as the fresh and frozen fish division, helps to round out the picture of complete integration. This installation is believed to be the newest such department on the North Pacific coast, and one whose streamlined operation is a model, in that its processes are carried out so compactly and efficiently.

A feature of the filleting department is its extreme flexibility and diversity. The production line can swing over, for example, from halibut to salmon within a few minutes, and these are only two of several species handled. Salmon accounts for about 50% of the run through the filleting and packaging devices, but halibut is a big item and so are sole, lingcod, true cod, rockfish and Fraser River smelt. Frequently the plant works on a double-shift basis, depending on the supply of fish.

Fish delivered to the Imperial plant by boat is unloaded by one of the dock hoists and is graded over the grading table located on the wharf, where it is determined whether the fish will be filleted, canned or handled as fresh fish.

Fish for the filleting department is transported by two-wheeled hand-operated buggies to the sump, from which it is conveyed upward by a combined elevator and washer to a table where it is pressure sprayed to remove slime. The salmon is then passed over a Strand automatic scaling machine and is ready for the filleting line.

TWO TOP PICTURES

Section of the Imperial fillet line, with one side of the table cleared to show arrangement. Note that all the filleters are women. Fillets are removed by belt below the boards.

Second picture shows where the cut fillets are passed into the ascorbic acid solution for protection of the flavor and color by a Vitamin C dip.

ages are closed and then given their outside cellophane wrap by a Hays-

A Goodyear rubber sanitary belt brings the fish down to a salt-resistant aluminum holding bin, and then to the cutting boards, where the actual filleting is done by a crew of neatly attired, white aproned and jacketed women. The fish is conveyed to the cutting board over the top run of the belt while the waste from the filleting operation is returned on the lower run.

Each fillet is conveyed to a second belt, where it is thoroughly washed by spray and then transferred to a draining table and into an ascorbic acid solution tank, where flavor and color are protected by this Vitamin C dip. From this tank the fillets are elevated to the inspection table. Scale girls posted

MIDDLE PHOTOGRAPH

The weighing section, where fillets from the top belt slide to teams of women who weigh out the exact amount into stainless steel pans, passing them on a belt to the package fillers.

here weigh the fish to fill the 1-lb. consumer package exactly.

From the scale table the weighed fillets proceed to the wrapping table, which is served by four runs of belts. On the top belt is the empty carton supply; on the second, the filled 1-lb. packages; on the third, the empty stainless steel pans in which the weighed fillets are transported to the carton packing are returned to the scales; and on the bottom belt are the filled stainless steel pans bringing fillets to the weighing stations. Empty cartons are "fed" to the packing line from a Peters box reforming machine.

After final inspection, the pack-

TWO LOWER PICTURES

The package-filling operation. Empty cartons reach the women on the top belt; filled packages are carried to the wrapping station on the second; empty pans are returned to weighing station on the third run; and the filled pans arrive from weighing on the lowest belt.

The beautifully lithographed cartons are cello-wrapped on this Hayssen machine. Packages arrive at the left, are wrapped as they are raised through the machine, and are delivered in the right foreground to the shallow trays for freezing in the Birdseye machines.

Eric S. Turnill, superintendent of B. C. Packers' great "Imperial" plant at Steveston, is on the left; with Frank Carson, foreman of the fresh fish and cold storage departments, in the middle; and Frank Hogg, foreman of the fillet department, on the right.

sen wrapping machine which turns out a uniform, attractively labeled product in rapid succession.

The packages, closely packed on trays, are then carried by hand truck to the Birdseye plate freezer, which has a capacity of 1600 pounds an hour. This machine operates at a minimum temperature of 50° below zero F. The freezing process is accomplished in 80 minutes.

The holding room temperature is maintained at 10 to 15° below zero.

Number employed in the filleting and packaging department varies between 35 and 52, depending on species of fish.

Manager of the Imperial plant, with general supervision over its diversified operations, is Ken Fraser. General superintendent is Eric S. Turnill, who until a few months ago was with the company's head office staff in Vancouver. Foreman of the fresh fish and cold storage department is Frank Carson, who has been with B. C. Packers at Steveston and Namu for more than 25 years. Dave Hogg, University of British Columbia graduate, is foreman of the filleting section.

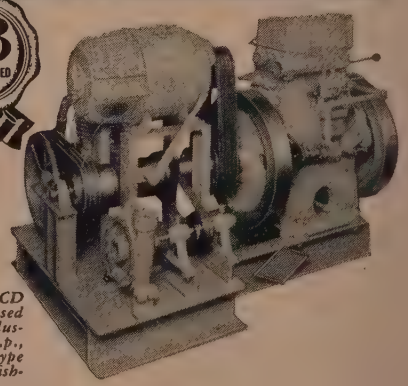
B. C. Packers, Ltd., has made important advances in filleting and packaging in recent years, but the Steveston development represents its longest stride. Filleting and packaging is also carried on by the company at its plants at Namu and Prince Rupert, where Hayssen machines are also used for the packaging process.

This, of course, is only one of several directions in which B. C. Packers have expanded. The company, one of the largest in the industry, operates in practically every phase of fishing and fish-packing recognized in the North Pacific and also owns Western Whaling Corporation. Chairman of the board is H. R. MacMillan; president, John M. Buchanan, vice-president in charge of production, R. E. Walker.

The fine New Bedford scalloper **NEWFOUNDLAND,** *Capt. John G. Murley and Capt. John T. Fennessey, owners. Other Lister-Blackstone equipped vessels in the Murley Fleet are:* **Martha E. Murley, Teresa and Jean, John G. Murley, Charles S. Ashley, Fleetwing** *and* **Mary J. Hayes.**

LISTER-BLACKSTONES IN ANOTHER FLEET!

L-B FLEET-PROVED POWER



LISTER-BLACKSTONE *Model CD and CE auxiliaries are used on the Murley Fleet. Illustrated is Model CE 16 h.p., with 10 kw generator, the type of installation on many fishing craft.*

HARD FACTS COME FAST ON OPERATING COSTS AND PROFITS. Exhaustive study of engine performance determines purchase. When you find ***one fleet after another*** LISTER-BLACKSTONE equipped, you know that performance is outstanding.

Take it from Captain John A. Murley, shore captain of the Murley Fleet, New Bedford: "We're partial to Lister-Blackstones. They give ***exceptionally fine service,*** especially when the going is rough and service conditions rather poor. They're always dependable; ***we like them fine or else wouldn't have them on all our boats".***

GET NEW LOW PRICES NOW; BEST DIESEL VALUE FOR YOUR DOLLAR; ASSURED DELIVERY. Auxiliary and main propulsion engines, 3 to 480 h.p. Expert service, comprehensive parts stocks at dealers everywhere. Write us your requirements. Address Dept. P

Lister-Blackstone

LISTER-BLACKSTONE, Inc.

Factory, Sales & Service Headquarters:
420 Lexington Avenue, New York 17, N. Y.

Parts Warehouses:
NORFOLK, Va., 109 Second Street
BOSTON, Mass., Whesco Bldg., Fish Pier

Seattle • San Francisco • Los Angeles • San Diego
Boston • New York • Norfolk • New Orleans • Mobile • Tampa
Miami • Jacksonville • San Antonio • Dallas • Houston • Newton (Iowa) • Montreal • Toronto • Winnipeg • Vancouver

Sold and Serviced in 37 Countries Throughout The World

Shrimp Price Softens With Shipments Heavy

Heavy exports of Mexico's Pacific shrimp, both package frozen and fresh in ice, since the start of open-water fishing in the Gulf of California, depressed the wholesale price about 5c per lb., from opening quotations.

It was estimated on November 10 that about 150 carloads had crossed the international border. Large quantities of fresh shrimp flooding into Southern California, much of it brought by independent operators, and some due to inability of the freezer plants to package-freeze it in such volume offered, caused a price confusion along the west coast.

A peculiarity of the 1950-51 season, after nearly three months' fishing, was the scarcity of high counts. The bays were producing lots of shrimp as large as 15-20 count, and the early-season 43-65 were practically non-existent.

Imports Frozen Shrimp

Michael Mirkin of Quality Kol-Pak, Glendale, Calif., is currently engaged in importing from Guaymas and San Felipe and other Mexican shrimp ports five-pound blocks of frozen shrimp.

Sardine Packers Face-to-Face With Tomato Sauce Scarcity

While there was some softening in sardine wholesale price quotations, following the tremendous October pack of 1,832,693 cases in Southern California, generally speaking the price structure remained firm. There appeared to be little distress selling. Talls, natural, held at $4.25; ovals, tomato sauce, $6.25 per case.

Probably more critical than actually selling the product was the problem of packing supplies. The dearth of tomato sauce had reached the emergency stage by early November, and canners were looking outside the U. S. for supplies. It could be the oval pack may have to be radically cut before the season's end. Domestic tomato sauce was costing packers $4.25 on October 1; a month later it had climbed to $5.00 and going higher. Cartons too were in very short supply.

Domestic market for canned sardines was from "dull to weak." Sardine oil was strengthening in early November, raising from 9c to 12c per lb., from season opening. On the other hand, meal was declining. On October 1, it commanded $2.25 per unit of protein; by November 1 it had dropped to $1.70.

Packers, as customary, were looking abroad for markets; and naturally more at the traditional market, Philippines which, through lack of dollars had, to date, proved a poor buyer.

Singapore had bought around 80,000 cases, largely of 1-lb. tall, tomato, purchasing at from $4.75 to $4.90. Egypt had taken substantial blocks of 1-lb. tall, natural, purchasing at from $4.10 to $4.15. It also was buying 5-oz. natural, and some 8-oz. buffet. Greece was reported having an allotment, but it hadn't come into the market by November 1. There was also scattered buying in South America and throughout the world.

It was the Philippines the industry hoped would be the important buyer, with a reported allotment of $1,960,000 to purchase sardines, mackerel and salmon. With the latter too scarce an item, and the country consuming very little canned mackerel, this could mean, should it materialize, up to 1,500,000 cases.

Booth Fisheries Corporation has adopted this new full-color picture wrapper for its 1-pound package of "Tastyloins," quick-frozen fish fillets. In the new Booth package, direct color photography is utilized to illustrate a plate of 3 fillets browned to perfection, ready to eat, and garnished with parsley and lemon. The red diamond Booth trademark and the clean white background gives the package sales appeal. The top-opening carton is overwrapped with the new picture label printed by Marathon Corporation, Menasha, Wisconsin, on "Tyton," a single sheet super-seal overwrap that is treated with a special wax of high gloss.

New York Brokers Get Mexican Shrimp Accounts

The production of shrimp from two Gulf of California companies will now be handled exclusively by Lewis-Martin Corp., New York broker, and Frost King Foods, Inc., Rochester, N. Y.

The two Mexican companies are: Fomento Maritimo, S. A., located at Guaymas, and Hielera & Congeladora del Golfo de Cortes, S. A., also located at Guyamas. The four brands to be handled, including consumer-size packages, are "Prima," "Salud," "Cortes" and "Amigos." They will be sold nationally through associated brokers and exclusive distributors now being appointed.

What Are We Going to Use For Salmon Next Spring?

The question in the headline is one which the clearer-thinking buyers were beginning to ask themselves as they cleared their desks for Thanksgiving — according to impressions voiced by Pacific primary market factors.

Salmon sales had been light for some time prior to presstime, but no one was greatly concerned. Plenty of business had passed, and most of it had been shipped. Some buyers had not been in a hurry for delivery, because they had committed their bank accounts pretty heavily.

The tall Reds and Pinks which some of the smart people had expected to show up from under the counter hadn't appeared — and wouldn't.

The Chum canning season was closing with no marked deterioration, either in quality or in market.

Stocks throughout the country could be counted adequate to last beyond the first of the year, but not far into the spring; and those taking thought for Lent and later found the selection limited.

What was to be had? Well, tall Chums, halves Chum and Medium Red; a few halves Pink.

What was the real pitch on Pinks, tall? One lot, not large, firmly held by a packer who cashed in by being a bull in 1950. He had consistently refused $24 for the lot.

Sellers were confident that the dull interest in halves would sharpen with spring; and that the stock of tall Chums was not too large for comfort.

No measurable change in prices, save that a few thousand cases of November Chums from Washington coastal waters, dark and grading low, been offered at $18 for what they were. Of interest principally for export, these goods were rated by none as standard Chums, and their pricing was not regarded in any way as weakening of the $20 figure for standard goods.

The statistically optimistic were well convinced at presstime that Chums would be higher before they'd be cheaper—

But that's known in some circles as "a businessman's risk."

Vancouver Canned Salmon Quotations

Openly quoted general commercial prices charged by packers to the wholesale trade, Canadian funds, f.o.b., Vancouver. The prices apply to domestic as well as export business.

VARIETY	PER CASE
Sockeye—	
Talls	$31.50
Halves	33.00
Quarters	19.00
Coho—	
Talls	23.50
Halves	27.50
Quarters	15.00
Pinks—	
Talls	16.50
Halves	20.00
Quarters	12.00
Chums—	
Talls	15.00
Halves	16.00

Canned Sockeye is virtually sold out, and canned Coho is in extremely limited supply, but the prices quoted above apply to stocks that are available. Canned Pinks are almost unobtainable at any price. There is an abundance of Chums, with prospect of a continuing surplus of this grade.

Canfisco's "Seal" Salmon Advertising Stepped Up

The Canadian Fishing Co., Vancouver, B. C., carried out its most ambitious advertising campaign in 1950, with display space in newspapers from coast to coast in Canada, French-language weekend papers, national farm weeklies, on billboards and car cards. In addition, the company carried a separate series of advertisements in trade papers.

Major emphasis was placed on "Gold Seal" salmon, but most of the newspaper advertisements also included reference to "Pink Seal" and "Red Seal" salmon. Canfisco's appealing trade character "Sammy Gold Seal," originally created by Walt Disney, had a busy year, being featured in most of the company's advertising.

All dealers in Canada handling Canfisco's "Seal" products were advised of the campaign by letters outlining schedules, and they were also supplied with reprints of the advertisements.

This advertising program was carried on by Canadian Fishing Co. in addition to the industry campaign promoted by the Associated Salmon Canners of B. C. in which all major operators have participated.

SEATTLE PRICES

Prices openly quoted at presstime, f.o.b., Puget Sound terminals.

Salmon—	
Alaska Red, 48/1 tall	$31.00*
Alaska Red, 48/2	$20.00
Alaska Coho, 48/1 tall	$26.50
Alaska Coho, 48/2	$15.50-16.50
Alaska Pink, 48/1 tall	$24.00*
Alaska Pink, 48/2	$15.50*
Alaska Chum, 48/1 tall	$20.00
Alaska Chum, 48/2	$12.00
Puget Sockeye, 48/2 h.f.	$21.00*
Puget Sockeye, 48/2 m.f.	$20.00*
Puget Sockeye, 48/4	$12.00
Puget Coho, 48/2 h.f.	$16.00-16.50
Puget Coho, 48/2 m.f.	$15.50
Columbia Chinook, fcy.	$21.00-22.00
Ditto, Choice, 48/2	$17.00
Ditto, standard, 48/2	$14.00
Tuna—	
Albacore, fancy, 48/2	$17.00
Albacore, flakes, 48/2	$12.00-13.00
Blended flakes, 48/2	$ 9.50
Crab—	
Pacific, 48/2	$25.00
Clams—	
Razor, 48/2	$14.85
Oysters—	
Pacific, 48/2	$17.00
Pacific, 48 buffet	18.00
Pacific, 48 E.O.	20.00
Pacific, 48 tall	28.00

*Nominal quotations. No spot offerings.

James R. Barry Forms New Fish Sales House

J. R. Barry & Co. has been formed at Los Angeles with James R. Barry as president. E. M. Darrimon & Co., of which Mr. Barry was formerly president, has been dissolved.

The new company will handle sales, export and domestic, of the complete production of tuna, mackerel and sardines of the California Marine Curing & Packing Co., Terminal Island, headed by Max J. Gorby, in association with his brother, Jack Gorby.

Advertising tuna labels of this concern include "Priority," "Adventure" and "Sea Magic." Sardine and mackerel are largely sold under the "Rose Bowl" label.

"Rose Bowl" is said to be the largest individual sardine label sold in the Philippine Islands, and also enjoys great popularity in southern United States. The company's "Priority" tuna label is strong in upper New York state, Philadelphia, St. Louis, Florida, Chicago and California markets, as well as other sales centers of the country.

Cal-Marine does a large private-label business over the country for all of its canned-fish lines. Expected to be in operation before the year ends is a new tuna cannery, adjacent to the present plant, with 15,000 sq. ft. of area. This will double the company's present tuna capacity, which includes all packs of tuna, as well as ¼ and ½ lb. tonno.

"Tonno" Business Sold

Paul Medica, pioneer distributor of "Tonno" canned tuna, has sold his business, Calliguria Food Products Company, Los Angeles, to Western Food Products, Chicago, and retired from business. The Chicago concern will continue to maintain the Los Angeles distribution office, for the well known "Liguira" Tonno brand.

San Francisco Prices

Canned fish prices indicated, but not openly quoted, subject to pack, f.o.b., San Francisco, at presstime for this issue:

Package—	*Price*
SARDINE—	
15-oz. tall, natural	$4.25
15-oz., tall, t/s	5.00
15-oz., oval, t/s, or m/s	6.25
5-oz., nat., 100	5.60
5-oz., t/s, 100	6.10
8-oz., buffet, 48	3.90
8-oz., flat, 48	5.00
MACKEREL	
Jack, 15-oz., 48, natural	$4.25- 4.50

Max J. Gorby, president, California Marine Curing & Packing Co., Terminal Island, left, talks over details of a new contract with James R. Barry to handle all sales of the company's production of canned tuna, sardines and mackerel in this country and export. Mr. Barry is heading a new sales agency in Los Angeles under the name of J. R. Barry & Co. He was formerly president of E. M. Darrimon & Co.

Parrott Takes Sales Of New Jersey Clams

Parrott & Co., San Francisco, food distributors, have been appointed northern California brokers for Delsea Packing Co., Inc., Port Elizabeth, N. J.

COLUMBIA RIVER PACKERS ASSOCIATION, INC.,
ASTORIA, OREGON

Southern California Canned Fish Quotes

Quoted f.o.b. cannery at presstime.

TUNA	
Advertised Brands:	
White Meat, Fancy	$16.50 to $17.00
White Meat, C & F	$14.50
White Meat, Grated	$12.00
Light Meat, Fancy	$15.25
Light Meat, C & F	$13.00
Private Label:	
White Meat, Fancy	$16.00
White Meat, Standard	$15.00
Light Meat, Fancy	$13.25 to $13.50
Light Meat, Standard	$12.25 to $13.50
Light Meat, C & F	$11.50 to $12.00
Light Meat, Grated	$10.25 to $10.75
MACKEREL	
Pacific tall/48	$ 6.00 to $ 6.25
Jack tall/48	$ 5.00
SARDINES	
15-oz. tall, natural	$ 4.25
15-oz. tall t/s	$ 4.90
15.-oz. oval, t/s or m/s	$ 6.50
5-oz. nat., 100	$ 6.00 to $ 6.60
5-oz. t/s, 100	$ 6.65 to $ 7.25
8-oz. buffet, 96, nat.	$ 7.00
8-oz. buffet, 96, t/s	$ 7.00 to $ 7.65
8-oz. buffet, 48	$ 3.90

Mexican Pacific Shrimp Quotations

West Coast, November 15.

Count—	per lb.
Under 15	70c
15-20	60c
21-25	55c
26-30	50c
31-42	45c
43-65	40c

Note: Some price softening since open-water season opening, October 1, due to heavy receipts, estimated at 150 carloads, but more to "independent selling" of iced fresh shrimp into the west coast markets, particularly Southern California.

"Chain Store Type" full-page advertisement of the kind being used effectively by the Associated Salmon Canners of British Columbia in their Dominion-wide advertising campaign designed to develop a domestic market capable of absorbing a larger share of the output of British Columbia's salmon industry, which thus would be released from a portion of its dependence upon the export trade.

M. D. Loughbom, Tuna Sales Manager, Dies

Marvin D. Loughbom, direct sales manager, Westgate-Sun Harbor Company, died in Los Angeles October 21, after a prolonged illness. He was 40 years old.

One of the most popular sales executives in the canned fish industry, Mr. Loughbom's death was a profound shock to all who knew him throughout the nation. He joined the Westgate-Sun Harbor staff in June 1949, succeeding Cleve Cate.

Prior to this he had been sales manager for E. M. Darrimon Company, and before that had been in charge of the canned fish division of Parrott & Company. Born in Los Angeles, Mr. Loughbom is survived by his widow, Marjorie L. Loughbom; a son, Robert G., and sister, Mrs. Kathryn Adams, Manhattan Beach, California.

Fist Brokerage Co. of Minneapolis, wholesale grocery brokers, announce that their new location is 4526 Excelsior Blvd., St. Louis Park, Minn., but that their mailing address will be: 4526 Excelsior Blvd., Minneapolis 16, Minn. Phone number is not so complicated, being WHittier 6551.

Company personnel includes: *CHARLES D. FIST, HARLOW A. LANDSTROM, VERNON A. HALVORSEN, LEONARD KOOL, GILBERT T. HALVORSEN, JOSEPH W. DESNICK, J. RONALD ANDERSON* and *CURTIS ENGEN.*

"Chain Store Type" Ads Used For B.C. Salmon

Associated Salmon Canners of British Columbia, organized in 1949 for the purpose of promoting the sale of west coast-packed canned salmon in the domestic market, is carrying out its second campaign of national advertising this winter with a view of expediting the marketing of the 1950 pack.

The opening advertisement in the campaign adopted a chain store type of layout in the form of a full page describing the wide assortment of uses for canned salmon and quoting prices. The catch line in the copy was: "Here's Food Value," followed by the phrase, in large display type: "Look at what you get from a can of salmon!"

The copy stresses the nutrition and economy found in the various uses of canned salmon. Recipes for salmon loaf, sandwiches, casserole, with rice, and for salad fill the boxes of the layout.

Magazine releases on canned salmon are editorial in type and feature three table settings, complete with salmon entrees. Point of sale promotion includes window streamers, pillar strips, shelf tabs, pennants and recipe cards, all emphasizing "the meal-time magic of canned salmon."

A salesman's brochure is being distributed to the canned salmon representatives across Canada. Trade advertisements, farm ads and a syndicated column round out the campaign.

Jellied Tuna Offered On Canadian Market

A new product — canned jellied tuna—was introduced to the Canadian market recently by B. C. Packers, Ltd., Vancouver, B. C. It is reported to have had wide consumer acceptance.

Flaked tuna or Albacore is packed in jellied form and spiced. In general consistency and flavor the product is similar to jellied chicken, and is particularly suitable for serving in molded form with salads.

Jellied tuna was developed by Pete Sunderland, in charge of the laboratory of B. C. Packers' big Imperial plant at Steveston, managed by Ken Fraser.

B. C. Packers use both Japanese tuna imported frozen and Pacific coast Albacore, caught by Canadian fishermen, for this pack.

SINCE 1895

KELLEY-CLARKE COMPANY

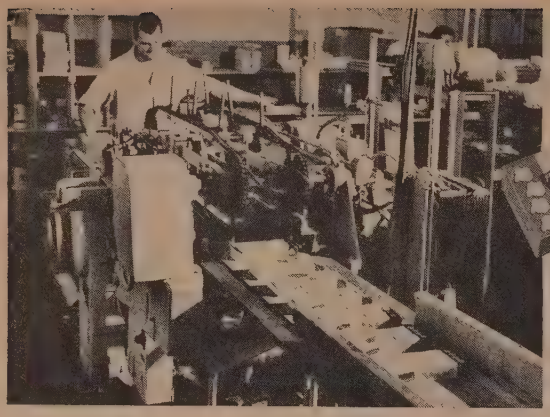
AMERICAN BUILDING ◆ SEATTLE 4

Selling Agents

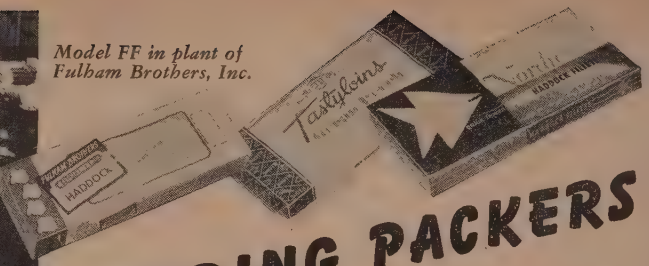
ALL VARIETIES

CANNED SALMON

HAWAIIAN TUNA



Model FF in plant of Fulham Brothers, Inc.



LEADING PACKERS

wrap their fish on our Model FF machine

The packaging of frozen fish has grown by leaps and bounds—and the machine that is meeting wrapping requirements from coast to coast is our Model FF. This machine is quickly adjustable for a wide range of sizes, wraps at speeds up to 100 per minute, and can be equipped with electric-eye registration for printed material. Built with important parts rust-proofed and easy to keep clean. Packages can be wrapped before or after freezing.

Write for further information

FOR FAST, LOW-COST WRAPPING GET THE FACTS ON THE MODEL FF

PACKAGE MACHINERY COMPANY
SPRINGFIELD, MASSACHUSETTS

FRED TODT COMPANY, Pacific Coast Representative 2021 So. Hill St., Los Angeles 7 • 320 Market St., San Francisco 11 • 105 Orcas St., Seattle 8

Fishermen's Packing Corporation

ANACORTES, WASH.

▪ ▪ ▪

Canners of

PUGET SOUND SALMON

Our BRANDS

SOCKEYE
"Snow Cap"

COHOE
"Olympic"—"Snow King"
"Green Breaker"

PINK
"Ocean Spray"—"Waterfall"
"Ocean Blue"

CHUM
"Golden West"—"Golden Glow"
"Sea Diver"

Cannery: ANACORTES, WASH.

Quality Prices
FROM
Quality Markets
Let the worlds fastest growing brokerage housp make bigger profits for you.
We specialize in all types of frozen food sales with special emphasis on Fish and Frozen seafood. Our central location with close contacts throughout this Country, Canada, Mexico, Australia, South Africa and other foreign countries assures quick, profitable handling of your catch.
"Whether you buy or sell we will serve you well"
Write, wire or call us today for full details!
S&S CO
Stamm-Schulman & Co.
INTERNATIONAL FOOD BROKERS
343 S. Dearborn Street • Chicago 4, Illinois
BOSTON, MASS. 14 Commonwealth Pier
KILMARNOCK, VA.
LOS ANGELES, CALIF. 341 S. Central Ave.
NEW YORK CITY 234 Front St.

Wilbur-Ellis Swordfish Cargo Reaches New York

A single shipment of Peruvian swordfish approximating 10% of the average American consumption of swordfish in the past was discharged at New York in November by the freezership *Spicewood*. The fish was consigned to the Wilbur-Ellis Co. Distribution of the shipment is handled through the company's New York office, with Emmett J. Purcell in charge.

Spicewood also carried 85 tons of frozen tuna. She now operates under the Costa Rican flag and is in command of Capt. Carl Carrillo. The 181' vessel was a former U. S. Navy net-tender and was operated for a time by Van Camp Sea Food Co., hauling frozen tuna from tropical waters to its California canneries.

The shipment of swordfish was featured on six television shows in New York city, as well as receiving publicity from newspapers, radio commentators, shipping reporters and food editors.

Consumption of swordfish, in a growing number of cities, has increased so rapidly that refrigerated space on steamship lines could not accommodate the shipments, so Wilbur-Ellis Company arranged for the *Spicewood* charter.

Wilbur-Ellis Company has pioneered the catching and freezing of swordfish off the Peruvian coast. In these waters the fish run from 100 to 1,000 pounds. They are harpooned from small boats, and immediately cleaned and frozen on the mothership under the direction of American technicians.

Southern Seas swordfish is one of the principal imports of the Wilbur-Ellis Company, which also include Southern Star canned bonito, Southern Seas and Southern Star shrimp from Mexico, frozen lobster tails from Australia and tuna and frog legs from Japan.

Pre-Fried Frozen Shrimp in L. A. Cases

"Clipper Ship" and "Tik-Tok" are the brand names for two new consumer packages of prepared shrimp from the Gulf of California. Both packages contain French fried shimp with a batter prepared from flour, water, baking powder, dry skim milk, eggs, salt and monosodium glutamate, fried in peanut oil. The packages contain from six to eight shrimp, weighing 6 oz. Southern California Frigid-Dough, Inc., Los Angeles, is the packer.

Capt. Vincent Gann, master of the new tuna clipper *Cape San Vincent*, stands in the middle of this launching party picture, immediately behind the sponsor, Dianna Lynn Gann, his granddaughter. The clipper is a 91-footer, powered with a 400-hp. Enterprise diesel. In the picture, from left to right: Haldor Dahl, vice president, Tacoma Boat Building Co., Inc.; Arthur DeFever, naval architect who designed the clipper; Capt. Gann; Mrs. Edmund Gann, mother of the sponsor; Arne Strom, president, Tacoma Boatbuilding Co.

Norwegians Sell Halibut From Greenland in U.S.

A refrigerated Norwegian fishing vessel named *Kolastind* during the past season took some 200 tons of halibut in the waters of Davis Strait, west of Greenland, and delivered the fish to the New York market.

This operation marked the resumption on a considerable scale of the Davis Strait halibut fishing, which was exploited rather heavily by Norwegian and British freezerships in the late '20s and early '30s — until the population was depleted to the point where operations were not profitable at the depression prices then prevailing.

Japanese Tuna Cheaper

November quotations on Japanese canned tuna, ex-dock New York City, showed downward revision from previously prevailing levels. Fancy Albacore was reported available at from $15.50 to $15.75.

Quotations on Japanese lightmeat tuna were $12.00 to $12.25.

Pacific houses who have handled some of the Japanese tuna reported progressively lower quotations for goods which could be gotten to this country ahead of the Dec. 31 tariff advance.

H. A. IRVING, H. A. Irving Co., San Francisco food brokers, accompanied by Mrs. Irving made an extended tour of the United States last month, visiting New York, Boston, then home through the South, via Richmond, Va., New Orleans and other cities.

KARL DEHN, Dehn & Co., Seattle, visited *Durand Hart* & Co., San Francisco food distributors last month.

Monterey Sardine Sellers Chary of Taking Orders

Those sardine industry observers who predicted that the northern California sardine season would be a repetition of the past few years now find that they can be classed among the experts, say San Francisco sardine market authorities.

There are large inquiries now coming in from Egypt and Manila with a majority of canners unwilling to obligate themselves, even subject to pack, because of the light catches of California sardines prevailing in November.

Whether this means the beginning of the end of the 1950-51 season is anyone's guess, but with the vision of higher prices in the offing, canners cannot be blamed for holding off.

Most cannery warehouses are said to be empty and with practically another year ahead before another season, it is felt that foreign buyers will be out of luck.

Observers state there are certain short interest among exporters who have been endeavoring to "bear" the market and the concensus of opinion along San Francisco's California street is that someone's face will be very red should the sardine packing season peak be passed and prices advance.

However, as December PACIFIC FISHERMAN went to press, prices had not strengthened noticeably.

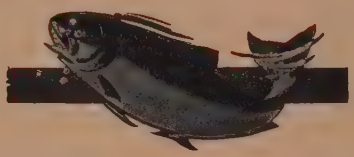
KARL DEHN, head of Dehn & Co., Inc., Seattle salmon brokers, went to California in mid-October on a combined business and vacation trip, planning to remain there until after the Salmon Canners' convention at Santa Barbara.

A Continuously Constructive Force in the Salmon Industry . . .

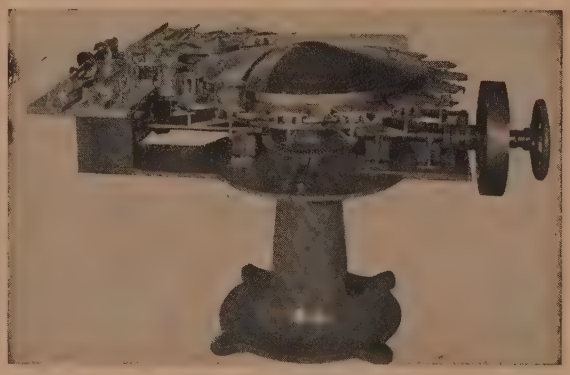
OCEANIC SALES COMPANY

3302 Smith Tower
SEATTLE 4, WASH.

CANNED SALMON



Cable Address:
"NAECO" All Codes



LETSON-BURPEE
WEIGHING MACHINES

Accurate to a fraction, and almost human in its performance, the LETSON-BURPEE Can Weighing Machine safeguards your pack and protects profits by automatically rejecting both underweight and overweight cans.

- RENNIE SALMON SCRUBBERS
- LETSON-BURPEE CAN WASHERS
- LETSON-BURPEE SALTING MACHINES

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F. A. GOSSE COMPANY
"Purveyors to the Epicurean World"
1800 EXCHANGE BUILDING MA. 0475 SEATTLE 4, WASH.

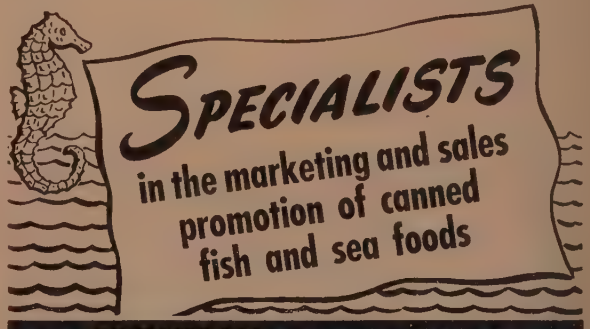
Ball-Band Boots for Longer, Comfortable Wear

Fishermen enjoy full protection with day-long comfort in this lightweight, special Ball-Band Vac quality boot. Buy Ball-Band for honest boot value.

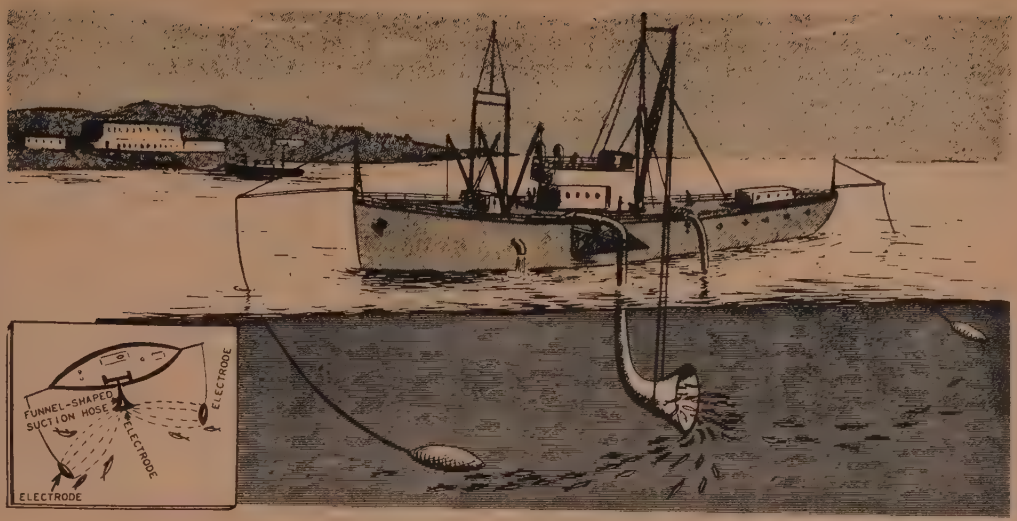
TRADE MARK

Look for the Red Ball on the Boot

BALL-BAND
MISHAWAKA · INDIANA



L. H. FROHMAN & SONS • Sales Agents
FOR CANNERS AND PACKERS OF FOODS
510 N. DEARBORN STREET CHICAGO 10



Artist's conception of reported Russian electric fishing method, by which the fish are attracted to the positive electrode in the funnel-shaped tube, from which they are pumped aboard the vessel. The negative poles are the float-shaped units streamed from the ends of the vessel.

ELECTRIC CONTROL OF FISH BEHAVIOR

Scientist Sees Exciting Possibilities in Phenomenon

"Exciting" possibilities of applying a newly-discovered electro-biological phenomenon to solution of critical problems of the American salmon and tuna industries are pointed out by Dr. W. M. Chapman in a current letter to leaders of the Pacific fishing industry.

Writing in his role as a scientist and director of the University of Washington School of Fisheries, rather than as special assistant for fisheries to the Undersecretary of State, Dr. Chapman tells of research being conducted by the California Academy of Sciences in the behavior of California sardines.

This research is a part of the coordinated studies being made of the sardine. It has been found that *sardines invariably — and apparently involuntarily — turn into and follow to its positive pole a direct electrical current flowing through water in which they are swimming.*

Dr. Chapman tells at some length how this peculiar fact was demonstrated, tested and checked; and then says:

"The *fish could not turn away from the current.* It was *physically impossible* for the fish to do anything but start swimming toward the positive pole when the current was on.

"Here is the essential biological phenomenon. All that remains is the adaption of that phenomenon to industrial use, and that should not be too difficult. This is a phenomenon of startling implication to the fish business."

Four possibilities are advanced and elaborated by Dr. Chapman can be briefed along these lines:

1. Salmon and Dams

It has been proven entirely feasible to put adult spawning salmon over dams; but the problem of the downstream migrant is unsolved. A large percentage of the fingerling fish are lost in passing through turbines or over spillways.

The fish-attracting feature of a direct current positive pole might be employed to attract such fish away from the route to turbines and spillways and into the safe passages provided for them down the dams.

2. Salmon Fingerlings and Diversions

Loss of downstream migrating fingerling salmon in power and irrigation diversions is large. Application of screens to large diversions becomes so expensive as to be impracticable.

Previously-tried electric screens have sought to repel fish from dangerous diversions—not too successfully. The fish-attraction principle might be employed to draw the fish into safe by-passes.

3. Tuna Bait

Electric attraction might prove applicable to the tuna industry's problem of how to secure bait at sea.

Dr. Chapman says: "Lantern fish of size fit for tuna bait are tremendously abundant throughout the Pacific, but the trick is going to be to catch them—to concentrate them at the surface where they can be reached with a small purse seine."

4. Fishing

"Obviously, the most exciting field for this gadget is in commercial fishing," Dr. Chapman writes. He goes on to say that the Germans have used the method to some extent; and offers some evidence that the Russians may have applied it also within the year.

He says that actual use of the method at sea would require large amounts of current, due to the extensive electrical field set-up in

readily conductive salt water. However, the electrical engineer who has been working with the phenomenon is of the opinion that a modern clipper's generating capacity would suffice.

Dr. Chapman believes that the electric-attraction phenomenon may offer the means by which American fishing can be further mechanized and thus enabled to compete with that of foreign fleets where labor costs are low. He writes:

"The prime advantage the Japanese have over us is cheap manpower. . . . This electrical method of fishing may be the answer."

Dr. Chapman's letter suggested to the tuna and salmon industries that they seek ways and means of providing for more adequate facilities and an extended program for the electric attraction research, and its possible adaption to salmon fingerling control and tuna and tuna-bait fishing.

Port Hueneme Active As Sardine Center

Port Hueneme has been the center of considerable sardine activity, with two canneries in operation, San Carlos Canning Company and Malibu Canning Company. In October, Malibu produced around 12,000 cases; San Carlos some 37,000 cases.

The port was also the scene of much trucking operations, with some 500 to 600 tons being transported daily to canneries in the Monterey area; and in fact the main source of its supply.

Million-Case Mackerel Pack Believed In Bag

Canned mackerel production for Southern California had reached 900,000 cases by November 1, packed from a total of 51,705 tons since January 1. It appeared certain that, with two full months of production to go, the 1950 pack would well exceed 1,000,000 cases.

As the year advanced production of Pacific mackerel was showing a more favorable percentage against Jack; in fact, for September, Pacific was well ahead of the latter.

Demand was fair to slow nationally. Quotations had declined somewhat, Pacific being offered at from $6.00 to $6.25; Jack at $5.00 talls/48, fob cannery.

"Skip" Crowther Heads FAWS Technological Section

H. E. Crowther, who has been in charge of the FAWS exploratory fishing and gear development section, has been appointed chief of the technological section, under the Branch of Commercial Fisheries. He joined FAWS last year, coming from the staff of the Atlantic Coast Fisheries Co.

Mr. Crowther succeeds J. M. Lemon, who had held the technological position since 1943, and who is being transferred to a new position as refrigeration specialist.

Mr. Crowther was stationed on the Pacific Coast for some months early this year in connection with the development of an exploratory program and vessels to conduct it.

Fish Interests Unite In Cowlitz Dam Fight

Commercial and sport fishing interests joined hands effectively in a common cause in November to resist the application of the City of Tacoma for Federal Power Commission permit to build a power dam on the Cowlitz River in Southwestern Washington.

Organizations of fishermen from Alaska to California raised their voices in protest, on the grounds that many of the fish they take are spawned and reared on the Cowlitz tributary of the Columbia.

Representatives of the commercial fishing industry in both Washington and Oregon, and of the fisheries departments of those states and California, as well as the federal Fish and Wildlife Service, strongly opposed the permit for the dam.

The Fisheries Research Institute and the School of Fisheries of the University of Washington were both represented.

Tacoma's biological argument was largely based on the testimony of Dr. Carl Hubbs of the staff of the Scripps Institute of Oceanography at LaJolla, Calif.

Alrita Lands 50-Ton October Albacore Trip

Believed to be the best Albacore trip of the year landed at a Pacific Northwest port was the 50-ton fare delivered at Astoria in October by Capt. Lars Jangaard's *Alrita*.

The fish was taken off Point Arena.

ADAMS AMERICAN NETTING TUBBS CORDAGE PABCO MARINE PAINTS
A. D'ACQUISTO & SONS
FISHERMEN'S SUPPLIES
COMPLETE TROLLING EQUIPMENT
Phone: 2-4110 Municipal Wharf, Monterey, Calif.

ALWAYS QUALITY DEPENDABLE
OXENBERG BROS.
SMOKED FISH PRODUCTS
Receivers and Distributors of
ALL KINDS OF FISH FOR SMOKING AND CURING
PACKERS MILD CURED AND FROZEN SALMON
GENERAL OFFICES, FACTORY & COLD STORAGE
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"SEAPURE"
Eastern Oysters
"SEAPURE" Quick Frozen Oysters in 12 oz. consumer packages now available.
Growers and Packers
LESTER & TONER INC.
GREENPORT
LONG ISLAND NEW YORK

San Diego Tuna Plant Bought By Nielsen Group

San Diego Packing Company tuna cannery has been acquired by Earl M. Nielsen and associates, the new company taking over August 30 from the former operating concern headed by Joseph H. Dempsey, who has returned to his San Francisco interests. The old name has been retained.

Mr. Nielsen, former general manager, High Seas Tuna Packing Company, is president and board chairman; William L. Robinson, former San Diego manager for California Packing Corporation and later assistant manager at High Seas, is vice president and manager; Glenn D. Martin is secretary-treasurer, and Frank Rouse, director. Warren Enoch is retained as plant superintendent.

Temporarily the new company will continue to pack tuna under the San Diego Packing Company "Seapreme" label. Packing was begun November 6, with a fare from the *North Star,* followed by the *St. Francis* and *Sonia.*

Under the company name of California Tuna Canning Company, plans were taking shape last month for building an ultra-modern tuna plant on the site of the former Lynch Shipbuilding Company, foot of 28th st., San Diego, with a 180-ton daily capacity. The plant, according to Mr. Nielsen, will be in full operation probably by early fall next year.

C.R.P.A. Relinquishes Its Aberdeen Plant

Columbia River Packers Association is pulling out of Aberdeen.

The company has returned to the City of Aberdeen a 25-year lease of the site which it had occupied for three years.

The site, a shipyard during World War II, was leased to the Deep Sea Products Co. after the war ended. That company transferred its lease, with city permission, to the Columbia River Packers in 1947.

Mayor Lundgren said every effort would be made to obtain another fisheries concern on the site.

Frozen Halibut Imports

The first week in November saw the import of two parcels of frozen halibut at New York from Scandinavia.

From Sweden came 27,183 lbs. of frozen halibut, with 104 cases of frozen halibut from Norway. Weight of fish in the cases was not listed.

The refrigerated deep-sea troller "Suzy," home port Seattle, is attracting a lot of attention on the West Coast. For one thing, she is one of the first to be equipped with the *new* Twin Disc Model MGH-220 Marine Gear, incorporating a *variable-fill hydraulic coupling.*

With this Model MGH-220, the "Suzy's" engine can turn continuously at increased speed while the propeller speed can be increased or slowed down by the operation of a single control valve.

This is ideal for trolling operations because engine fouling from sluggish rpm can be eliminated . . . and the engine can always turn fast enough to keep generators charging.

That's why we say "if you knew Suzy" like we know Suzy, you too would obtain complete information on all the advantages of a Twin Disc Marine Gear with Hydraulic Coupling features. Why not write Twin Disc, or see your nearest dealer, today?

The "Suzy," deep-sea troller out of Seattle, Washington, keeps engines turning at increased speed while propeller is slowed down to ideal trolling rpm with new Twin Disc Marine Gear incorporating a variable-fill hydraulic coupling.

TWIN DISC
CLUTCHES AND HYDRAULIC DRIVES

TWIN DISC CLUTCH COMPANY, Racine, Wisconsin - HYDRAULIC DIVISION, Rockford, Illinois

BRANCHES: CLEVELAND • DALLAS • DETROIT • LOS ANGELES • NEWARK • NEW ORLEANS • SEATTLE • TULSA

Season's Greetings from PAULS

Merry Christmas and a Happy and Prosperous New Year is the wish to all the men in the fishing industry. At this time of year we enjoy the opportunity of extending these good wishes and tell our friends how much we enjoyed working to produce Pauls Netting . . . netting that will stand up and bring in those profitable loads which help you enjoy a more abundant life. Your success is our success, and as you improve equipment and methods to increase the efficiency of your gear, Pauls do likewise in order that you will continue to use Pauls Netting because they are made right, fish right, and hang right . . . inspected thoroughly before they leave our plant to assure you of the highest quality of standards in their making.

PAULS FISH NET COMPANY

MAIN OFFICE: 357 WEST OHIO STREET, CHICAGO, ILL.

PACIFIC COAST DISTRIBUTORS:
F. J. Cardinalli, Pittsburg, Calif.
Joe Rappa, 44 Municipal Wharf, Monterey, Calif.
Alfred Puusti & Co., 212 Taylor Ave., Astoria, Oregon
Nordby Supply Co., 1300 Western Ave., Seattle, Washington

SAN JUAN BRAND

TRADE SAN JUAN COPYRIGHTED MARK

Producers of

Fresh - Frozen - Salt - Smoked - Canned

Pacific Coast Fish Products

San Juan Fishing & Packing Co.

Foot of Stacy St. SEATTLE 4, U. S. A.

Electronic Eyes Direct *Mondego* On Tuna Search

Mondego, seeking tuna, scans the sea with her radar for surface signs, and taps the sea bottom with her sounder, seeking the underwater contours frequented by the Yellowfin. Below, Capt. Joe "Bud" Leavitt, master.

Electronic eyes of radar, sweeping the sea around the new tuna clipper *Mondego* will pick up porpoise schools far beyond the reach of human eye and show them as pips on the radar screen in the chartroom where Capt. Joe "Bud" Leavitt cons his craft in the tropic latitudes where Yellowfin are found.

In the meantime, Fathometer impulses from the keel, reflected back from bottom as much as a thousand fathoms down, will spark on the dial of *Mondego's* Submarine Signal instrument as she taps her way along the continental edges where upwelling waters draw the feed which draws the tuna.

Thus *Mondego*, and others in the fleet, turns to the uses of the working fishermen two electronic tools—radar and echo-sounder—originally designed to serve the navigator.

Serve the navigator they do, just as in the beginning; but now they serve the tuna clipperman in his fishing as well as when he's groping his way into port in thick weather, or feeling his way along an unfamiliar and unlighted coast.

Commissioned in mid-July, *Mondego* is the newest of the longer parade of clippers whose farewell whistles have echoed back from Point Defiance as they sailed from Tacoma's Commencement Bay for the Tuna Latitudes.

She's 103′ of rugged vessel, 25′ inside her planking, with capacity in her holds for 190 tons of frozen tuna. She was built by the Puget Sound Boat Building Co., John Petruch, manager, to the design of James J. Petrich, the yard's architect. For power she packs a 440-hp. Washington diesel engine, supplemented by a pair of General Motors diesel auxiliaries driving 70-kw. generators.

Although *Mondego* depends heavily on electronic instruments for aid in her fishing and navigation, she is

Here's *Mondego* as she stood to Sea from Tacoma's Commencement Bay, a rugged tropical fishermen, fitted with special refinements designed to bring science to the aid of the fish-seeking tunaman.

ADAMS' BEST

Yuletide Greetings from ADAMS

To our fisherman friends, whether afloat or ashore, we extend our heartiest greetings for a Merry Christmas and Prosperous New Year. We are looking forward to maintaining the pleasant relationship Adams Net & Twine Company has enjoyed these many years.

Also, we are looking forward to our continuing the manufacture of the type netting that helps you make greater profits. Our extreme watchfulness throughout, is your guarantee of the highest quality that is the proud trade mark of Adams, whether you use Nylon, Cotton, or Linen netting.

ADAMS NET & TWINE CO.
701-3 NORTH SECOND STREET
ST. LOUIS, MO.

LIST OF PACIFIC COAST DEALERS

SEATTLE MARINE & FISHING SUPPLY CO., Seattle, Wash.
Englund Marine Supply Co. Newport and Astoria, Ore.
San Diego Marine Hdw. Co., San Diego, Calif.
A. D'Acquisto & Sons Monterey, Calif.
Angelo D'Acquisto San Francisco, Calif.
SEASIDE SUPPLY STORES, INC., San Pedro, Calif.

TUBBS
EXTRA SUPERIOR MANILA
CORDAGE COMPANY

SPECIAL ATTENTION
TO SPECIAL USES

The various special uses for rope in fishing operations have always received the special attention of Tubbs Cordage Company.
Special lays which exactly fit the varied needs of fishermen are the result of more than 90 years experience in the manufacture of high quality fishing and marine rope.

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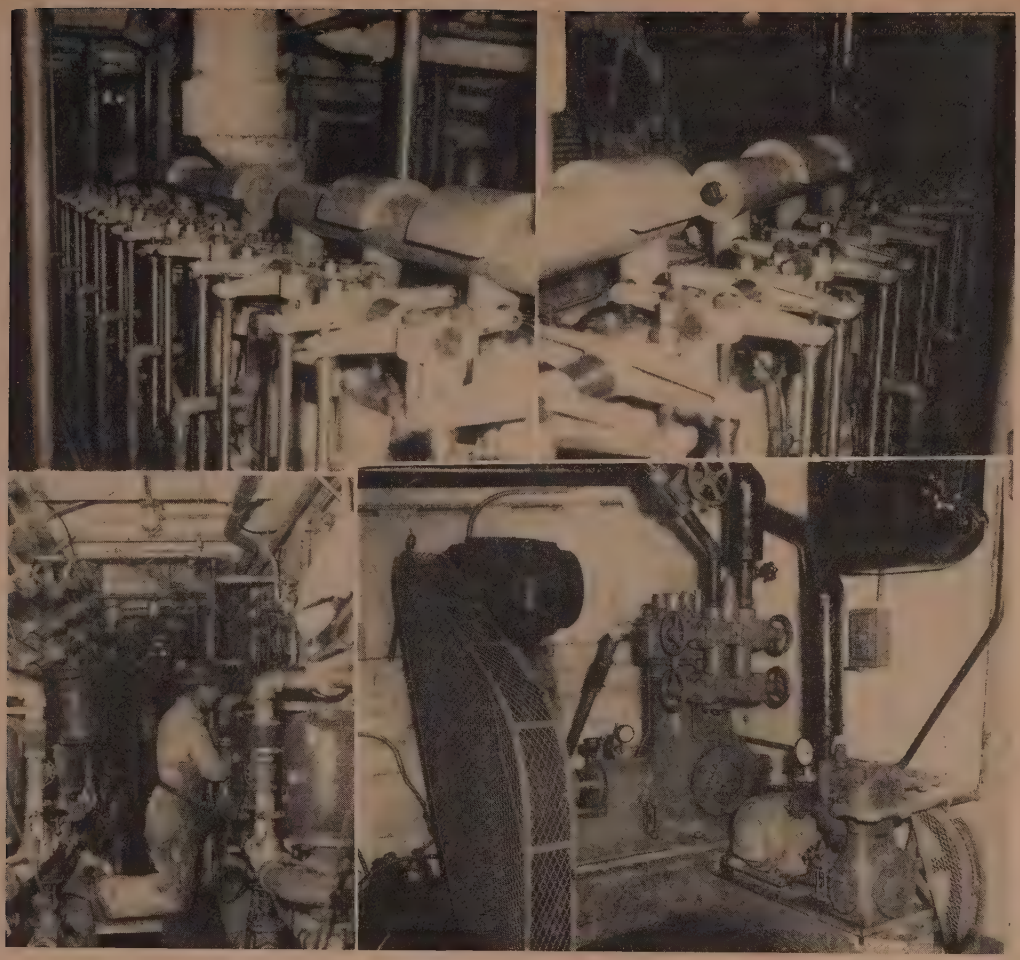

Two views in *Mondego's* engineroom at the top—looking aft, and looking forward along her 440-hp. Washington diesel engine. The lower view, left, shows a workman putting finishing touches on the vital machinery in her shaft alley. One of her three big Baker compressors is seen in lower right, with the little Baker which keeps perishable ship's stores.

no extravagant exhibit of electronics. Every item has its purpose, and has been proved in service.

Beside the usual radiophone and CW set, *Mondego's* chartroom holds an Intervox radio direction finder—one of the eye-level, outside-loop type. Then there's a Photo-Electric Pilot of the newest type to take the helm on long tricks or short. She has a Flexifone inter-com system; and her radar is a Ranger, from Electric Service Co., Seattle. Compass is an Atlas.

The bitter cold brine in her big cargo tanks is chilled by three 5 x 5″ Baker compressors, each driven by a Fairbanks-Morse motor.

The big Washington diesel which dominates the engineroom is well protected by oil filters—a Winslow and an Engine-Life. The engine turns a Coolidge wheel through a bronze tail shaft running in a Goodrich Cutless rubber bearing.

The multitude of pumps in the shaft alley between the cargo wells are all from Fairbanks-Morse, together with the individual motors driving them.

Beside the big compressors for cargo duty, the vessel carries a smaller Baker ice machine for ship's stores. Her galley is well fitted for serving the 12 men in her normal complement.

Up on her forepeak is mounted a powerful Markey anchor windlass.

Designer Petrich gave *Mondego* a sweetly sweeping sheer and interesting blending of the higher house and stack.

Reminiscent of the arrangements of purse seiners, *Mondego* has a control station on the open bridge forward of the pilot house, complete with steering wheel and engine controls.

Boatbuilders Three—Left and right, John Petrich and John Breskovich, owners of the Puget Sound Boatbuilding Co., which built *Mondego*. Between them, Martin Petrich, head of Western Boat Building Co., dean of Tacoma's famous builders.

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Big Herring Catches Feature Early B.C. Fishing

Prospects in November were for a big herring catch in British Columbia waters again this season, with quotas likely to be met earlier than usual, in view of the strong runs so far encountered in the favored fishing areas in the Straits of Georgia.

Soon after the season opened in the lower east coast area fishermen converged on the Nanoose Bay and Trincomali Channel region and in less than four days' operation had taken 16,000 tons, the total quota being 40,000 tons, which took several weeks to fill last year. In the Deepwater Bay, farther north, where the quota was 10,000 tons, 3100 tons were taken in two days of fishing.

Individual sets up to close to 600 tons had been reported, and so heavy was the delivery of fish to the reduction plants that some were congested and hoisted a "go slow" sign. About 35 large seiners were in the operation, with double that number of packers.

Operators agreed to pay $7.40 a ton after first proposing a price of $6.50, later raised to $6.75.

Ninety-four seiners and packers have been cleared for the 1950-51 season in British Columbia waters.

The department of fisheries' first bulletin for the season, issued November 4, showed a total catch of 13,140 tons, with 1000 cases canned, 854 tons of meal and 126,000 imperial gallons of oil produced.

Shark Bites Tunaman

Robert Bottini, 27, San Diego, tuna fisherman aboard the *Mary Barbara*, Capt. J. F. Mellusi, was yanked off the fishing racks and bitten by a huge shark off San Salvador recently. Gashed on the leg, Bottini held off further attacks with a knife until rescued by crewmates. After being given a blood transfusion, he was taken to a San Salvador hospital for treatment.

A.F.L. Cannery Union Sues Its Former Agent

Inter-cannery union conflict opened up in Seattle in September when the A. F. of L. Alaska Fish Cannery Workers Union brought suit against its former agent, C. N. Briones, for $22,193. He resigned from this union last summer to become agent and organizer for Local 77, United Packinghouse Workers CIO, which entered the field when Local 7-C of the Longshoremen broke off C.I.O. affiliation.

Central Steam Plant For Five Fish Canners

A group of fish canners at Terminal Island last month awarded a $1,000,000 contract for construction of a central steam plant to Long Beach firms. Actual construction will not begin until April 1, 1951, although materials are being assembled for the project.

Tentatively known as the Canners Cooperative Steam Co., plants participating in the project include French Sardine Co., Van Camp Sea Food Co., California Marine Curing & Packing Co., South Coast Fisheries, Inc., and Terminal Island Sea Foods, Ltd.

F. E. Hagelberg, Van Camp comptroller and treasurer, and Nick F. Trutanich, French Sardine production manager, represented those concerned in signing the contract. Later a board of directors composed of one member of each company in the corporation is to be named.

The central steam plant will be located at the corners of Cannery and Ways streets, at Fish Harbor, and its purpose is to make adequate steam available to members' plants during peak periods of production. Size of building is 102' by 102', 40' high. Main equipment will consist of four 100,000 lbs. per hour, 300 lbs. per square inch steam generators.

Canco Names Staley Western Sales Head

A. C. Staley, Jr., assistant general manager of sales for the American Can Company, has been appointed manager of sales for the company's Pacific division, C. W. Roberts, vice president in charge of the division, announces.

He succeeds Dr. R. H. Lueck, who has been named general manager of research with headquarters in New York.

Mr. Staley has been with the container manufacturing firm since 1937 when he joined the Chicago sales organization. He served as sales representative in the Chicago and Wisconsin areas and as the assistant district manager in Wisconsin until 1944 when he entered the navy.

A. C. Staley, Jr., American Can Co.'s new Pacific division manager of sales.

Following the war, Staley was named assistant sales manager for metropolitan New York and later became manager for the district. He has been assistant general manager of sales since January, 1949.

In his new post, Staley will have supervision over sales activities on the West Coast, Hawaii and Alaska. His headquarters will be in San Francisco.

A. D'Aquisto, Veteran Of the Fisheries, Dies

The host of friends of Antonio D'Aquisto, 77, were saddened to learn of his death at his home in Monterey.

He was proprietor of A. D'Aquisto & Sons fishermen's supply and equipment house on Monterey's Fishermen's Wharf for many years, and had also operated a wholesale fish market in Monterey until just this year.

He was born in Palermo, Sicily, and came to San Francisco 45 years ago, where he worked as a fisherman for nine years. He also went to Alaska annually and was a foreman of a salmon cannery there.

F. A. W. Suit Would Bar Cannery Boat Ownership

The Fishermen and Allied Workers division of ILWU (formerly IFAWA) filed a federal cross complaint, asking damages and injunction against eight Los Angeles-Long Beach district fish canneries, and two vessel owners' associations October 13.

The cross complaint charged violation of the Sherman Anti-Trust act.

The union asks, along with damages, that the "canner cross defendants be forever restrained and enjoined from exercising any domination over vessel owners; from owning any interest in vessels and equipment."

The original civil action to which the union is filing a cross complaint was made by fish canners this year, on charges of violating the Sherman Anti-Trust act. Eight canners named in the cross complaint include: Coast Fishing Company, South Pacific Canning Company, West Coast Packing Corporation, Southern California Fish Corporation, South Coast Fisheries, Inc., Pan-Pacific Fisheries, Inc., Van Camp Sea Food Company, and French Sardine Company.

Two-Man Jig Boat Takes 30-Ton Load of Tuna

The two-man jig boat *Rosalene* of Seattle, owned by George Jensen, with Olaf Larsgaard as boat-puller, chalked up what is believed to be an all-time record for a Pacific Northwest craft of this type when she delivered 30 tons of Albacore to Van Camp at Astoria late in October.

The trip was taken in 17 days, and yielded about $12,500.

The sale brought *Rosalene's* catch for the 1950 season to approximately 100 tons.

Dick DeCou Leaves Canning for Business

After 12 years in crab and fish canning business, Richard (Dick) DeCou has retired from the seafood industries to enter business with his father in Seattle. For the past year Mr. DeCou has been superintendent of the Pacific Pearl of Alaska crab cannery in Ketchikan.

Mr. DeCou was succeeded at Ketchikan by Lynn McKee, widely known salmon and seafoods canneryman.

The Ketchikan plant closed at the end of October.

New Cannery Building Raised During Operations

Van Camp Sea Food Company at its San Diego tuna-canning plant has completed a unique improvement by constructing a complete new building over the entire packing area, without materially disturbing operations. Walls were built on the ground; then raised over the old cannery, which was later dismantled.

The enlargement program, which now gives the plant an intake capacity of 435 tons daily, and production of 20,000 cases, was made under the supervision of Walter H. Gillis, Sr., William Gillis and Manager Bates Harper.

Automobiles Destroy Many Razor Clams

The Washington State fisheries department, which in the past has only issued warning tickets to motorists who drive or park on ocean beach clam beds, began cracking down with arrests this year.

To illustrate the harm of beach driving, state biologists measured off one foot of a car tire track, took up and sifted the sand. In it they found 128 tiny clams, one quarter inch or smaller. All were dead, crushed by the weight of the car.

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Galapagos Island Freezer Ready for Operation

Talked about for years, a modern tuna-freezing plant has become a reality at the Galapagos Archipelago. An activity of the Tous Company, Guayaquil, Ecuador, the freezer was designed, engineered and installed by A. L. McGowen, well known at Los Angeles harbor.

Last month the plant was ready to go into operation, located at Christobel Island, one of the main islands of the Galapagos group, situated 600 miles offshore from Ecuador, and belonging to that country.

Plan is to sharp-freeze tuna caught in the vicinity and transship to American canneries for processing. Announcement has not yet been made as to whom will receive the fish.

Building is stoutly constructed of masonry. Compressors are three 9¼ by 9¼ Bakers. Power to drive them is two 135-hp. Murphy diesels, v-belted to the compressors; and two 60-kw. Murphy diesel-generating sets. In addition there is an ice-making plant with 40 tons daily capacity.

Mr. McGowen was for 15 years refrigeration consultant to Van Camp Sea Food Company, and one of his last jobs for that concern was the installation on the refrigerated mothership *Spicewood.*

Order Placed For New 125′ Clipper

Martinolich Shipbuilding Company, San Diego, has received a contract to build a new wood clipper for Joseph Rogers, Bill Williams and Robert Hargroves of the *Mary Jo.* Vessel will be 125′ long and will carry a 260-ton refrigerated cargo.

Propulsion engine is an 8-cyl. 800-hp. Enterprise, with 6″ Monel shaft. Auxiliaries are two 3-cyl. General Motors, 125-kw. generating sets and a Model 671, GM, connected to 60-kw. Refrigeration is by Baker, designed and engineered by Ben Duncan, Baker field engineer for Southern California, consisting of three 6 by 6 compressors and one 3 by 3, 2-cyl. for galley and ship's stores.

MERLE GAINEY, with many years experience in the food distribution business to his credit, has been appointed assistant in fisheries products sales to *Durand Hart,* and *Jack Madden,* Durand Hart & Co., San Francisco. Durand Hart reports much activity in the line of imported anchovies, sardines, etc., imported by Strohmeyer & Arpe Co., New York.

Wrangell's Harbor Seafoods Plan Crab Canning Project

Ben Engdall and Harry Sundberg, owners and operators of the Harbor Seafoods Co., Wrangell, have built an addition to their shrimp cannery which will be used this fall and winter for canning crab meat.

They plan to put up both cold-pack and process crab meat. This is the first time since sometime in the '30s that crabs have been canned in Wrangell. No extensive crab fishing has been done in this area since 1945; consequently, it is expected that the crab fishing will be very good.

Cape Flattery Halibut Tagging Undertaken

Halibut tagging off Cape Flattery was undertaken in October for the first time by the schooner *Havana,* operating under charter to the International Fisheries Commission. Weather during much of the first part of the month prevented very active operations.

It was hoped to tag a good many fish from Destruction Island to Estevan in order to determine the migration of the mature fish and the rate of withdrawal by the fishery.

Ewell Hodge of the commission staff was in charge of the tagging operations.

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Rotary 12-bladed tuna cutter at work at South Pacific Canning Co., Long Beach, Calif. This new machine was designed and built by the engineering staff of the cannery and is operated through a Master gear-head electric motor turning the circular knives and conveyor at a constant speed. Trays of loins pass by gear-chain conveyor from the cleaning line, through the cutting machine and down a roller conveyor to the end of the processing line where they are taken by hand to the packing line. Eleven neoprene belts passing over a roller and shaft on either end of the machine function with the blades to allow cutting space for the Edw. W. Conn stainless steel knives that cut the loins into pieces for ½-lb. fancy pack. The machine can also be adjusted to cut for 1-lb. and for ¼s. This new type of cutter replaces the guillotine machine more commonly in use in canneries. The picture shows the passage of two trays of loins into the cutting machine.

Southern Sardine Pace Slows

Sardine fishing and packing, which was barging along at a terrific pace when the Southern California season's first dark ended, in the early part of the second dark showed a definite slackening in deliveries.

During the first dark a fleet estimated between 225 to 250 seiners, gathered from the length of the west coast to the Los Angeles-Long Beach district, caught 120,048 tons, to set a new early-season tonnage mark.

Production was 1,832,693 cases, which showed an average of a little better than 15 cases to the ton, 1½ cases over the legal minimum. The average would probably have been better than this but there were several days during the initial dark when plants were swamped with sardines—Saturday, October 7, saw 10,390 tons delivered, and there were a number of 8,000-ton days. Thus more whole fish went into pits than packers, with their 1400-ton quotas to protect, would have preferred.

Although called upon to handle far more sardine tonnage than anticipated, packers generally were not severe with vessel limits although, except for a few days, there were always some limits in force. There was no fluctuation in raw price of $35 per ton.

Alaska Union's I. L. W. U. Swing Brings Injunction

Struggle for control of the Alaska Fishermen's Union, largest element in the old I. F. A. W. A., flared up hot early in November — and landed in the courts.

Joe Jurich, Jeff Kibre and Associates, seeking to salvage the A. F. U. for the new Fishermen and Allied Workers division of the Longshoremen's Union, made a big apparent gain about the first of November when it was announced that members of the Seattle headquarters branch of the A. F. U. had voted to accept a charter from the Longshoremen's Union.

A few days later members of the Alaska Fishermen's Union not in agreement with the decision to accept the Longshore Union charter filed suit in the Seattle courts to prevent such acceptance, and to block the transfer of any A. F. U. funds to the longshoremen.

Temporary injunction was granted as sought in this suit, and was in effect at presstime.

Another round in the complicated struggle to bring components of the former I. F. A. W. A. into the Longshoremen's Union was won from the C. I. O. in November when the National Labor Relations Board held that the newly-formed C. I. O. Cannery Workers Union cannot be the bargaining representative for Columbia River plant workers. The board held that the Columbia River Fishermen's Protective Union, second largest element in the old I. F. A. W. A., is still the bargaining agent, and that its contract cannot now be set aside, despite its affiliation with the Longshoremen.

5 Grays Harbor Plants Can Tuna Into Nov.

Five Aberdeen and Hoquiam canneries with a total of approximately 350 full-time employes canned tuna into November, although the Grays Harbor tuna fishing had ended about two months before.

The five were the West Coast Fish Co. and Washington Fish Co., both of Aberdeen and the Paragon Packing Co., Crown Packers and Whiz Fish Products, all of Hoquiam.

Fish for the operations, which began in July or early August at most of the plants, came from either cold storage reserves or by truck from Seattle, Oregon and Northern California. Most of the fish trucked in came from Eureka and other Northern California points where fishermen experienced a late-season run of Albacore.

The Paragon Packing Co., Frank Kistner, general manager, when done with tuna will employ a crew of 20 to 25 in processing oysters.

Crown Packers were trucking tuna from Eureka, employing about 60 persons. Lester W. Waring, Seattle, is general manager. Al Haas is Hoquiam superintendent.

West Coast Fish, owned and managed by George Swanson, handled tuna as well as a considerable amount of salmon.

Washington Fish Co., headed by Tom Bensussen and Mair Roderique, also had a large crew of employes processing tuna and handling salmon. Whiz Fish Products plant was working on tuna trucked from Seattle. W. S. (Frank) Swan is Hoquiam manager.

Squid Injures Tunaman,

The deadly "flying squid" of hook-and-line tuna fishing claimed another victim recently, Joe Torres, 38, a tunaman aboard the *Marie Louise,* San Diego clipper operating off Magdalena Bay, Lower California. A U. S. Coast Guard plane picked up the injured man and returned him to San Diego's naval hospital for eye damage treatment.

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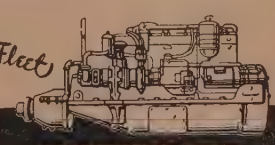

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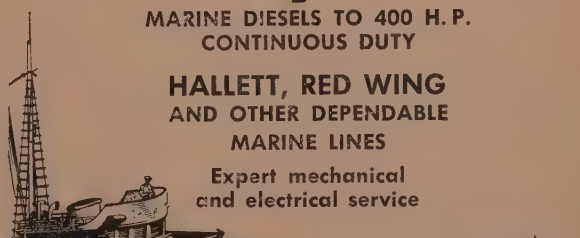

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Second vessel of its type recently built by Birchfield Boiler, Inc., Tacoma, is the 54-foot steel Mexican shrimp troller *Mair-Mar*. Both vessels are powered by 90-hp, 3-cylinder Washington diesels.

Like the *Vecino Bueno*, a similar vessel completed earlier this year by the Tacoma Boat Building Co., the *Mair-Mar* has the latest improvements incorporated in Washington diesels, including counter balanced crank shaft, individual cylinder fuel injection system, and 110% reverse gearing.

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Glued Laminated Hull Gives Seiner Distinction

American Beauty, 48′ round-bottom purse seiner, is one of the most interesting vessels recently added to the Los Angeles harbor fleet. She features an all-glued hull producing a dry vessel of great strength and unusually large cargo capacity, as did her predecessors, the seiner *St. Aniello* and clipper *New Comer.*

Hull shape of graceful lines is achieved by a mold instead of jigs. Contrary to usual practice, planking came first in construction; then two-piece laminated frames of ⅞ by 2¼″, 12″ centers added. To 150 lbs. of plastic resin glue, 30-penny nails were used every 12″ to assist in retaining the one-piece hull.

Only part of the hull with caulking is the conventional block stern. The beam of 16′, with fast flare lines made possible by molded hull construction, assures a pay cargo far beyond that of a conventionally framed and planked hull.

American Beauty has a 165-hp. General Motors diesel for propulsion with 2″ Monel shaft. Reduction is 4-to-1. Navigational equipment includes a Kaar radio and a Submarine Signal 100-fathom sonic depth finder. Builder was Mardesich Boat Yard, San Pedro; owners are Pete and Tony Mardesich, members of the crew, with Pete Fiamenge as skipper. California Marine Curing & Packing Company, Terminal Island, contracted the vessel's sardine catch, when the Southern California season opened.

Oyster Operations Well Under Way on Willapa

The South Bend Oyster Co. began operating its fresh oyster opening plant at South Bend about the middle of October, according to Manager Everett Sharp. A day shift with about a dozen persons on the opening line was hired at first and a second shift will probably be added.

The Coast Oyster Co. began operations a week earlier.

The E. H. Bendiksen plant after undergoing improvements — including construction of a new conveyor — opened early in November.

The Northern Oyster Co. at Oysterville has installed a new conveyor system to speed up the handling of oysters. The conveyor is 400′ long, will reach from oyster barges at the dock to oyster opening tables for 30 openers.

The plant is expected to go into production around January 1.

American Beauty **is an all-glued, round bottom purse seiner, third of her unusual type built by Mardesich Boat yard, San Pedro. The 48′ vessel, features through her "one-piece" construction and an exceptionally dry hull of great strength. Because of a 16′ beam and fast lines possible through molded construction, she has larger cargo space than with a conventional hull. Propulsion is by a 165-hp. General Motors, diesel, 4:1, with 2″ Monel tail shaft.**

Canning of Shrimp Grows Fast in Pacific Mexico

Canning shrimp in No. 1 eastern oyster cans is a developing business in the Pacific Fisheries of Mexico, with the industry probably producing better than 50,000 cases during 1949.

There are five important plants along the Gulf of California coast and several small ones. The largest shrimp cannery is located at Escuinapa, Sinoloa, the concern being Empacadora de Escuinapa, S.A., with an estimated pack of 25,000 cases under three labels, "Belmar," "Excelsior" and "Myrsa."

Last year, Pesquera e Industrializadora de Guaymas, S.A., with Hector Ferreira as administrador-director, installed a shrimp cannery in connection with its shrimp freezer. It produced nearly 5,000 cases during the 1949-50 season, packed under the "Ferreira" label.

Other shrimp canneries are located at Pesquera de Topolobampo, S de R.L., Topolobampo, producing around 15,000 cases under the "Guaymex" label; Empacadora de Conservas de Los Mochis, S.A., Los Mochis, Sin, 5,000 cases, "El Fuente"; Empacadora Calidad, S.A., at Culican, Sin., 5,000 cases, "Culican." The entire production of all canneries is for domestic consumption.

The cannery at Topolobampo is a new one this season, when the canning of shrimp was moved to the freezing plant on Navachesta Bay. This cannery is modern in every respect, and it was a "package" plant supplied in entirety, steel building and all by United Sales & Engineering Company, Los Angeles.

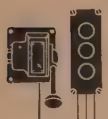
The building is 40′ by 50′ by 12′ walls. Plant consists of a 25-hp. boiler; 48″ diameter, 5-basket retort with Harris Quick-Opening door; Foxboro controls instruments; ½-ton electric hoist; 10′ stainless steel packing table; cooling tunnel with blower; brining system, including stainless steel tanks, heat exchanger, re-circulating pumps and motor, with 12′ of conveyor. Other equipment includes a Harris Universal exhaust box and three 4,000 gal. water tanks. The plant was planned and engineered in cooperation with Eduardo Rodriguez, superintendent of Pesquera de Topolobampo, largest shrimp freezing plant in Mexico, of which Jose Gutierrez is general manager.

A. N. THOMAS, formerly of the Thomas Machine Company, and now operator of a fish freezer at Monterey, returned recently from a year spent in South America, mostly in Chile.

new . . . economical

"TRIDYNE" *remote control for work boats*

Here is a quality power control stripped to essential elements. Air pressure does all the work. Clutch shifts at the push of a button . . . throttle is positioned by flicking the speed control lever. Same proven principle used on controls of large, modern coastal and river craft. Easy installation—all connections made with ⅜" copper tubing. Ask for Bulletin IDA 9471-5.



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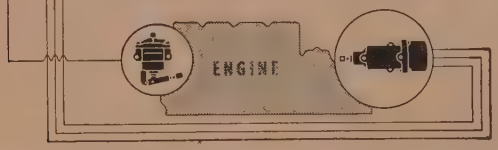

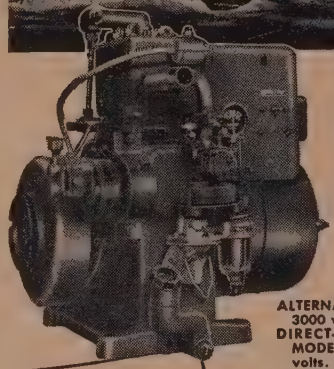

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DUAL PURPOSE, A. C.-D. C. MODELS—3000 watts total capacity; up to maximum of 750 watts, 32 volt D. C.; balance 115 volt A. C.
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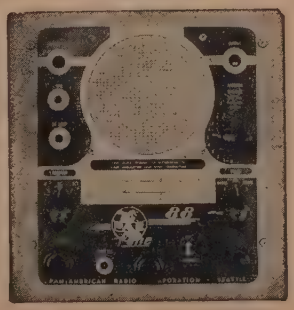
PAR VALUE—*PLUS* PAR PERFORMANCE



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Popular Medium Power Unit for all Weather Conditions . . . 30 Watts at Less Than ½ Tube Rating . . . High Fidelity Microphone assures both Stability and Quality . . . Real Satisfaction Year After Year.

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Compact, Dependable Units for Marine or Land Use . . . Low Drain—Very Simple to Install and Operate . . . Dynamotor Power Supply for 6-12-32 Volts. Available for Dry Battery Use.

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LINES and LEADERS

New Sales Experts Join Cummins Distribution House

John Cannon, president of the Cummins Diesel Sales Corporation, has announced the addition of two well known figures in the diesel engine field to the company staff.

A familiar figure in the logging, industrial and trucking fields is Paul Phillips, new service manager for the firm. Mr. Phillips was regional service manager for the Cummins Engine Company for a considerable period and prior to that time was service manager for the Los Angeles Cummins agency. He has spent a number of years in Alaska on diesel engine installations. Phillips brings many years' experience with Cummins diesels to assist dealers in working out their service problems.

Bradley Barlett, well known marine diesel sales engineer in the Puget Sound and Southeastern Alaska fishing and cannery industries, has joined the company to introduce the new sales and service policies of the company in the marine field. Mr. Barlett will cover Alaska as well as the company's sales territory in western Washington.

Mr. Barlett has been making an extensive trip through Alaska to ascertain the sales and service requirements in that area.

Crescent City Chrysler Agency Goes to Diesel Sales

Diesel Sales & Service Co., Highway 101, Crescent City, Calif., has been appointed Chrysler and General Motors marine diesel engine dealers, according to an announcement by Muirson right, head of West Coast Engine & Equipment Co., Berkeley, northern California distributors.

Hap McCullough, manager, of Diesel Sales & Service Co., and his assistant Gene Gayles, head of the service department, have had many years experience in the marine engine business. The firm has a complete stock of Chrysler and GM marine engine parts, and excellent installation, repair, and service facilities.

Snow-Nabstedt Gear Firm Picks P. M. S. as Distributor

The Snow-Nabstedt Gear Corporation has announced the appointment of the Pacific Marine Supply Company, Seattle, as distributors for S-N and Joes reverse and reduction gears, effective October 1, 1950.

The appointment of this new distributor will provide for better service, larger stocks of gears and parts and better coverage of a large territory according to the company.

Pacific Marine Supply, pioneer marine supply house covers the greater part of the state of Washington and Alaska and will maintain its principal stocks of S-N gears and parts at its main store in Seattle. The company operates seven marine supply stores through the territory in addition to a large sales force in close contact with shipyards, marine supply houses and fishermen.

The Snow-Nabstedt Corporation has long been known for the quality and dependability of its products.

San Francisco Businessman Finds Eastern Conditions Good

Sam Young, partner in Hall-Young Co., San Francisco marine equipment and supply house, and Mrs. Young, are back after a five-week business and pleasure trip to the East.

Among the firms called on by Young were: Lister-Blackstone, New York; Paragon Gear Works, Taunton, Mass.; Columbia Bronze Co., Freeport, L. I.; Sen-Dure Products, Bay Shore, L. I.; Graymarine Engine Co., Detroit; Metal Products Co., Milwaukee, and thence home.

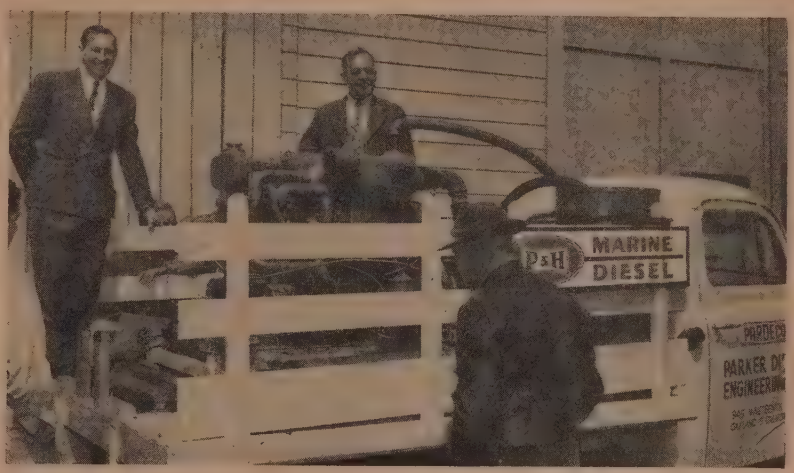
Young found a most optimistic spirit in the marine industry in the East, and he said that business appeared to be particularly good in New York and Detroit.

P & H Diesel is Taken To California Fishermen

An active campaign of introducing the P&H marine diesel engine in northern California has been undertaken by E. V. "Ernie" Parker, president, Parker Diesel Engineering Co., Oakland, who has mounted a Model 387 P&H 68 hp. Marine Diesel engine in a Ford truck, and is showing it to fishermen in Eureka, Fort Bragg, San Francisco, Stockton, and Sacramento.

The engine is fitted up on the truck so that it can actually be run, and everywhere it has been shown a large crowd of interested fishermen gathers, according to Parker, who is the Northern California distributor for P&H marine diesel engines. Accompanying him on the trips is Win Stiles, West Coast factory representative for P&H marine diesel engines, who makes his headquarters in San Francisco.

Parker and Stiles show the fishermen how the liner and piston assembly come out of the top of the engine, with a minimum amount of labor, and they demonstrate other new features of the engine.



Left—Win Stiles, West Coast factory representative for P&H marine diesel engines, and E. V. "Ernie" Parker, Parker Diesel Engineering Co., Oakland, northern California distributor for P&H marine diesel engines, demonstrate the 68-hp. P&H engine to fishermen at San Francisco's Fishermen's Wharf.

Claude Mulleague Named "Caterpillar" Sales Engineer

Appointment of Claude Mulleague to the position of sales engineer in the Western Division Sales Department of Caterpillar Tractor Co., San Leandro, California, is announced by B. L. Hagglund, western sales manager.

As supervisor of engine installations, Mulleague's technical engineering experience will be available to Caterpillar distributors throughout the western division, including British Columbia and Alaska.

CHARLES MacKINNON, first vice president of the Plymouth Cordage Company, Plymouth, Massachusetts, was named a member of the Board of Directors for that concern at a meeting of the Board held on September 14. He came with the Cordage Company in 1924, first working in the laboratory. He was named superintendent in 1934, manufacturing manager in 1937, and first vice president in 1941. Since 1940 he has served as clerk of the corporation.

U. P. Railroad Features First In Its Advertising

Products of the fishing industry will be featured twice in the newest advertising campaign inaugurated by Union Pacific Railroad — the advertisement of dining car menu specialties.

The campaign, just started, will run one year in metropolitan daily newspapers and national magazines. A different dish, served in the company's dining cars, will be featured each month in the advertisements.

March ads will be devoted to crab, the July ads to brook trout.

The ads will appear in the dailies of Omaha, Kansas City, Denver, Salt Lake City, Los Angeles, Portland, Seattle, Tacoma and Spokane.

Magazines on the ad schedule include Saturday Evening Post, Sunset, Holiday, Colliers, National Geographic and Cosmopolitan.

All advertisements will feature illustrations of the menu specialty of the month with the magazine ads appearing in four colors.

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LARGEST SHIPPERS ON THE PACIFIC COAST
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Excellent Facilities for Buyers and Fishing Boats
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—Are opened fresh, canned fresh in rich oyster nectar, and cook and taste like a fresh oyster!

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"Caterpillar" Dealers Trained

Three hundred members of Caterpillar Tractor Co.'s Western Sales Division dealer organizations participated in a series of three sales training conferences, conducted by trained instructors and operators from the company's San Leandro, California and Peoria, Illinois plants, at Stockton, California.

In addition to reviewing up-to-the-minute sales and product application material in classroom sessions, dealer sales people witnessed field demonstrations of Caterpillar and allied manufacturers' equipment and operated the equipment personally to become better acquainted with operational features of the machinery.

Nordberg Gas Engine Data Given In New Publication

Publication of an eight-page, two-color bulletin describing and illustrating Nordberg Gasoline Marine Engines is announced by Nordberg Manufacturing Company, Milwaukee 7, Wisconsin.

Bulletin 143-C details the advance construction features and gives specifications of the three basic, six-cylinder, 90 to 135 hp. models of Nordberg Gasoline Marine Engines which are available for direct or reduction gear drives in ratios of 1.88, 2.44, 3.32 and 4.12 to 1.

Also contained in Bulletin 143-C are illustrations of typical installations and cross-section cutaways of the Nordberg STA-NU-TRAL clutch and reverse and reduction gear assembly. A chart gives horsepower ratings at both engine and propeller RPM for direct and reduction gear drive.

Bulletin 143-C is available, free upon request.

For Sale

A Real Value

Clear type walking beam exhaust box or cooker with infeed conveyor and automatic can feeder bar. Deck dimensions are 6 feet wide by 30 feet long. Good condition.

Pacific Food Products Co.
815 Adams Seattle 8

Sharples Bulletin Describes Complete Line of Centrifuges

A concise, factual bulletin prepared for industries requiring the application of centrifugal force to perform the functions of separation and clarification of liquids; and removal, recovery and classification of solids is announced by The Sharples Corporation, Philadelphia, Pa.

Both tubular bowl and disc type centrifuges, together with the horizontal bowl decanter type and crystal dehydrator are summarized and illustrated by both photographs and flow diagrams.

A copy of Bulletin 1259 may be obtained by writing to The Sharples Corporation, 2300 Westmoreland Street, Philadelphia, Pa.

A. D'Acquisto & Sons, Monterey fishermen's supply and equipment firm, enlivened things on Fishermen's Wharf last month when they staged a guessing game with a pair of Eureka boots, first prize; Eureka jacket second prize; and Eureka aprons consolation prizes. A 300-lb. block of ice with a pair of Eureka boots frozen into it was displayed in the D'Acquisto & Sons window. Object of the game was to guess when the last bit of ice would melt. Winner of the Eureka boots was *Jack Cerrito* of the purse seiner *Cerrito Bros.*; the jacket went to *Louis Agliano*, and *Frank Mercurio* and *Charles Talley* won aprons.

FOR SALE

FISHING VESSEL:

127.7'x24.6'x11.8'. Fully equipped for codfish trawling, king crabs, etc. Twin Screw. Diesel engines. Modern navigation equipment, 2000 cu. ft. reefer space. Hull, machinery and equipment in very good condition.

SCHOONER:

170' overall x 36' x 12'4". Equipped for codfishing. 2300 cu. ft. cold storage space for livers, etc. Hull rigging and equipment in good operating condition. Inquiries and inspections invited.

Owners are closing out their Pacific Coast interests and are offering some very good equipment at most attractive prices.

ANTON ANDERSON
901 Lowman Bldg., Seattle
MAin 8863 or LOgan 5121

A. T. Nabstedt Jr. Visits Snow-Nabstedt Distributors

A recent visitor who drove to the Pacific Coast to visit his company's distributors was A. T. Nabstedt, Jr., of the Snow-Nabstedt Gear Corp., manufacturers of S-N and Joes marine reverse and reduction gears.

Mr. Nabstedt made the swing of the full length of the coast from San Diego to Vancouver, B. C., and reports that S-N distributors have had a good year in the marine field.

He also reported that new models are either in the works or are being tested under actual service conditions and that new models will be forthcoming from time to time as tests prove their performance characteristics.

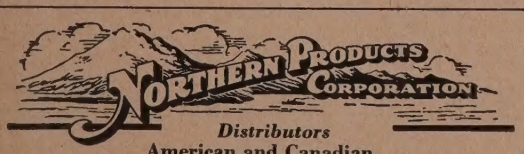
Snow Nabstedt distributors on the Pacific Coast are the Crofton Diesel Engine Company, San Diego; Oswald Machine Works, San Francisco; Star Marine Engine Company, Oakland; Oregon Marine Supply Company, Portland and Astoria; Pacific Marine Engine Company, Seattle; and the Simplex Engine Company, Vancouver, B. C.

Hydraulic Drives Featured

A new issue of "Production Road," featuring the latest developments in hydraulic drives, has been announced by the Twin Disc Clutch Company, Racine, Wisconsin. The history of hydraulic power transmission is briefly traced, followed by a profusely illustrated series of applications of the newest Twin Disc hydraulic drives — the Hydro - Sheave, the Hydro-Wynd, and the Model HUD Disconnecting Coupling. The magazine is available on request from the Twin Disc Clutch Company, Racine, Wisconsin.

San Diego Marine Const. Co.
SHIP CONSTRUCTION and REPAIRS
Marine Railways, Floating Drydock
Foot of Sampson Street
SAN DIEGO 12, CALIF.

FOR SALE: Boat "Juliet." 38 ft. Fully equipped for Salmon, Albacore and Crabs. Hall-Scott Motor completely overhauled. 100 Watt Radio Transmitter Receiver, Direction Finder. Inquire: Joe Lindstrom, Box 87 Bodega Bay, Calif.



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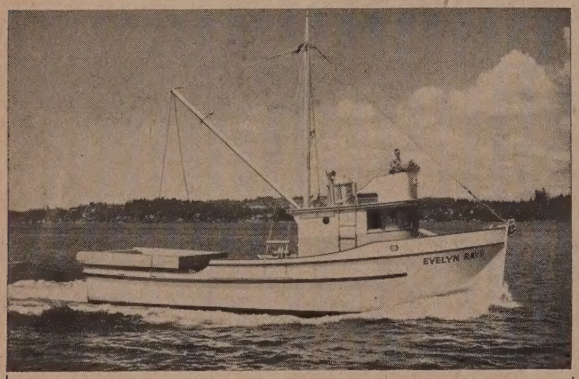

New Type, 45' ALASKA SEINER

Get your order in early for this new type Alaska seiner by Grandy.

A rounded stern makes this 45x14-ft. seiner a better sea boat, yet retains the essential advantages of a transom stern . . . good carrying capacity and speed. Powered by D-318 Caterpillar Diesel. Optional is Chrysler Royal with 3½ to 1 reduction gear. Order now for early delivery!

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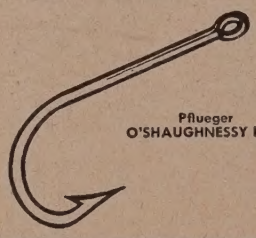

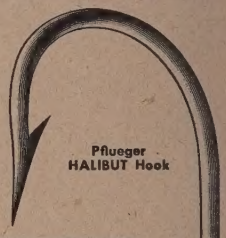

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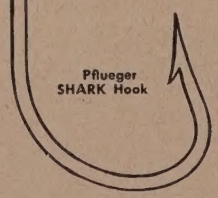

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